



- Who Put the Muscle in the Muscle Car?
- Auction Forum Bail Out Not Needed
- 1941 Oldsmobile Series 68 Station Wagon

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On the cover:

The history of Chevrolet's Corvette, now beginning its 57th year of production for 2010, is built upon a bedrock of ideas, concepts, and dreams — or dream cars — many of which influenced or altered altogether the future of America's sports car. This month Editorial Director Dennis Adler and author and historian David Temple take us on a journey that began with a Motorama Dream Car back in 1953, and Adler also revisits the evolution of the Corvette convertible, its literal ups and downs, in his accompanying feature article. (Cover photo courtesy GM Archives)

In This Issue

Senior Editor Mike Mueller continues his exploration of the Muscle Car's evolution in his latest installment of Who Put the Muscle in the Muscle Car?: Dennis Adler gives us an in depth look at another American icon, the woody station wagon, and Auction Editor Rick Carey finds the collector car auction scene free of financial impediments.

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www.CarCollector.com

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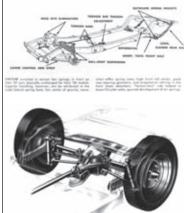


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Editor's Notes By Dennis Adler



Oh No, Not Another Corvette Issue!

es, I know, I hear it every year from friends and collectors who dread the annual August Corvette issue. Take heart guys, there's a good reason we do this. Think about it. What other American sports car has been in continuous production for over half a century (56 years to be exact), by the same manufacturer? None. Let's take that globally. Porsche, Mercedes-Benz, BMW, and Morgan are the only others. Not bad company. Aston Martin, Jaguar, Lamborghini, Maserati, MG, and Austin-Healey? They all have had multiple owners over the years. Alfa Romeo, Lancia, and Ferrari? Nope. They all belong to Fiat (and for that matter so does Chrysler). Fiat is to Italy and much of Europe, what General Motors was to the United States for most of its existence.

In this country, there is only one true sports car that has been manufactured continuously since its introduction. And before you mention it, Chevrolet built Corvettes in 1983; they just didn't offer any for sale during the new model's transition year, which saw an extended production of the 1982 Corvette. I know this first hand because I test drove one during a press event at Riverside International Raceway in 1983. When these benchmark new sports cars were publicly introduced they were 1984 models.

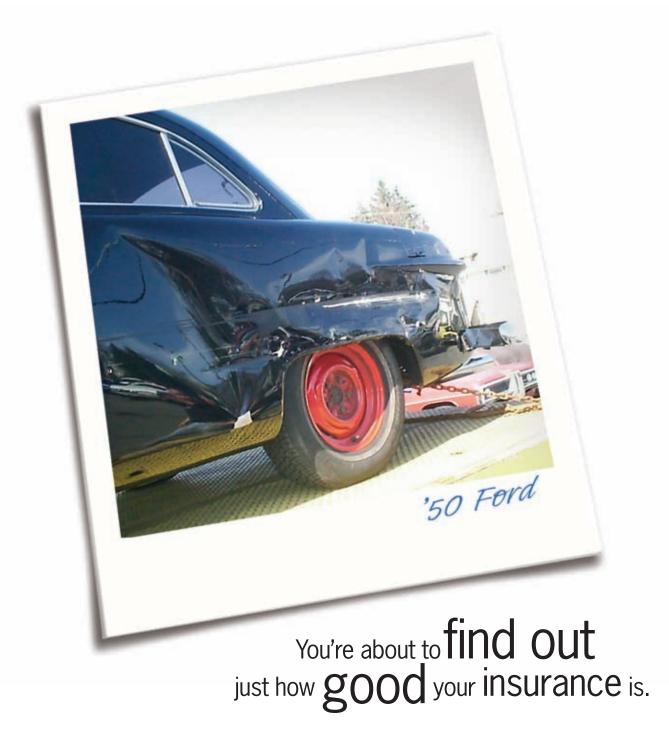
In the 56 years that Corvettes have been built, actually 57 years because the 2010 models are already done, very few cars have even come close to equaling the design and technological innovations that have accompanied the name since 1953. Granted the 1953-1954 models left a great deal to be desired, but their styling and method of construction were nothing if not innovative. With the addition of Zora Arkus-Duntov to the Chevrolet team in 1953, the resulting 1956 models soundly established the Corvette as America's sports car. There have been many challengers over the decades, but the Corvette has prevailed.

This year I have teamed up with longtime friend, author and researcher par excellence David Temple, to put together an analysis of Corvette Concept Cars, many of which established styling cues that would appear on production Corvettes for entire model generations. Others were simply outlandish experiments in alternative body styling, engine design and placement. None, however, were ever to be taken lightly as most could have been put into production, changing the course of Corvette history.

I have also taken another look at the evolution of Corvette convertibles in this issue. The 1-millionth Corvette, built in 1992, was a Polo White convertible that Zora Arkus-Duntov drove off the assembly line. The convertible is another constant in design that, except for one brief period in American automotive history when convertibles were shunned by consumers (mostly because the government said convertibles were bad...and why do we listen?), has remained an asset, as provocatively evidenced by the photos of the 2010 Corvette Grand Sport convertible in my article.

So non-Corvette guys take heart, in a month another issue of *Car Collector* will be out and there won't be so much as a mention of Corvettes. For the rest of us, we'll just bask in the light of one of GM's best and brightest ideas of the last century. Converts welcome.

Sair/Alle___



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Letters Our Readers' Comments



Looking Back With Better Eyes

In reviewing your panel's choices of the 100 most important cars (Jan 08), I realized that these wonderful cars had been chosen solely on their market value. Car Collector must, of course, be concerned with the best interests of its readers but many interests go beyond investment dollars. And you are the experts to present these values. How

about convening the panel again in 2010 for their choices of the best 100 cars based on styling and/or technical breakthroughs? Here are a few of my familiars. The 1938 -1941 Cadillac 60 Special was a styling breakthrough that is still in use and a superb road car even today. The 1967 Maserati Ghibli was stunningly beautiful plus 171mph. It is equally at home in downtown Boston traffic and at 150mph on a widely divided empty freeway. The 1951 Chrysler Imperial, first Hemi (production), first with power steering, first all electric power windows. The 1976 Porsche 930, first road Turbo, first galvanized body, performance beyond compare with 234 horsepower. The Audi Quattro, first all-wheel-drive luxury sedan. Let the panel convene! Thanks so much Dennis for listening and thanks to everyone for a great publication.

Keene Annis Medway, MA.

Keene, I have to admit you have a VERY valid point. Collector value does quite often influence such decisions. Not at the very top mind you, Duesenbergs, Mercedes-Benz 540K, etc., would be on any list based on any criteria, but perhaps we should take a look at another top 100 or at least top 10, decade by decade from the 1920s to the 1970s in terms of styling and or technological breakthroughs. Thanks for the great suggestion.

—Ed.



Who Saw Fiat Coming?

In your May 2009 Editor's Notes you alluded to a possible merger between GM and Chrysler. Was the Fiat deal on the table when you made that suggestion? I, like many, hate to see the ownership of a great American automaker like Chrysler leave our shores for a second time.

Bill Powell, Houston, TX

When I spoke of a thoretical GM-Chrysler merger I was offering an opinion based on facts that had been presented to me by a GM insider. This was one possible way things might have gone had GM itself not become so hopelessly caught up in its own financial problems. Remember, as a magazine, we work two to three months ahead of cover date, so what I wrote was based on a conversation I had earlier in the year, and considering the players involved and what each owned, it made sense. I was not aware at that time of any pending deal to sell controlling interest in Chrysler to Italy's Fiat Group. I, like so many others, had hoped for a different outcome.



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Industry News and Event Information

Pebble Beach week is quickly approaching and some big consignments are rolling in. Here are some of the latest announcements and hottest consignments from the auction companies.



Russo and Steele 1975 Greenwood Chevrolet Corvette IMSA GTO Road Racer

Russo and Steele has acquired a vital part of American racing history that does not come around but so often. More significant pieces of Corvette racing history – especially those attached to names such as John Greenwood – infrequently change hands in the public eye. This car was lost to the public for many years until it was acquired by Lance Smith, the expert on the Greenwood Corvette, who brought it back to its former glory. Introduced to competition at IMSA's Road Atlanta race in 1974, the car being offered here, then known as 'The Batmobile', was co-driven by John Greenwood and

Mike Brockman at that event. It qualified on the outside pole, then led the opening laps of the race. It was later the winner at Talladega, a race of 200 miles over 50 laps of that circuit. By December of that year, the car was both fast and reliable enough to win the 66-lap, 250 mile IMSA Finale race at Daytona, averaging nearly 116mph to qualify on pole, finishing off its nearest rivals by a clear lap. In 1975, Greenwood's thunderous Corvette finished 4th in the first Road Atlanta IMSA round and again won the Daytona Finale race, again starting from pole at record speed and setting the fastest race lap – but this time beating Brian Redman's BMW CSL by almost 40 seconds overall to win at a record 116.775mph for the 65 lap race. For all the latest information on this and all of the consignments, you can visit **www.russoandsteele.com**.

Bonhams Butterfields

Bonhams

The Bonhams automotive auction in Carmel, Calif., on August 14th, will

offer the ex-Jacques Swaters, Ecurie Belgique 1948 Talbot-Lago T26C for sale without reserve, estimated to sell for \$1m to \$1.3m.

The French race car, chassis number 11006, was delivered new to Georges Grignard who campaigned it for two years – even winning the 1950 Grand Prix de Paris – and then, after buying another Talbot-Lago, sold it to Roger Laurent, Jacques Swaters and Charles de Tornaco – three amateur Belgian drivers who dreamed of an all-Belgian racing team.

With four drivers for one seat, the team resolved to pull names out of a hat and for their first public debut, the 1951 Belgian Grand Prix, Pilette was chosen. He came in 6th place. A month later at the next race in Holland, Pilette was again chosen to drive but during testing, in which he had the best time, he had an accident. The car underwent repairs at the workshop in Suresnes and then Swaters took over, finishing the season.

Eventually the car was retired and found its way to America where it underwent an extensive restoration, even receiving parts from its original owner, Grignard, who had retained spares from the car's early racing days.

Since then, the car has been part of renowned collections such as that of Henry Wessels, and has been campaigned by subsequent stewards in several historic race series, including Laguna Seca, and numerous auto events, including the 2006 Brussels Retro Festival honoring Ecurie Francorchamps. A complete engine rebuild was finished this year with zero running time since.

For more information on Motoring sales at **Bonhams & Butterfields**, please visit: **www.bonhams.com/motors**.

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The **Mecum Auction Company**, famous for selling high-performance collector cars and automobilia for more than 20 years, announced a new Mecum Auction has been established in Monterey, Calif.

Mecum's Monterey Auction will take place on **Saturday, August 15, 2009**, from 12-5 p.m. at the Hyatt Regency Monterey Resort & Spa on the Del Monte Golf Course. The one-day auction will feature 100 extraordinary cars up for bid.

"Mecum Auction is starting a new chapter in our exhilarating company history book by expanding into new market areas," said President Dana Mecum. "Although we have specialized in muscle cars, our expert team is extremely knowledgeable about selling exotic sports cars, classics and other high-end collector vehicles. In fact, Mecum was selling world-class Ferraris in the late '80s. We are thrilled to launch the Monterey Auction and look forward to giving attendees a new event they're sure to never forget."

"The convenient location of the facility and our decision to create a Saturday afternoon auction from noon to 5 p.m. will fit nicely into the week's schedule for bidders and attendees," Mecum said, adding they will also host a pre-auction brunch the morning of the sale.

The Mecum experts are currently consigning collections for Monterey and interested parties can contact Dana Mecum at **815.568.8888**.

WHOA, DUDE!





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Industry News and Event Information



GOODING & COMPANY

Gooding & Company has announced the consignment of The Don Lyons Collection for its annual **Pebble Beach Auctions on August 15 and 16, 2009**.

Consisting of seven automobiles, the rare collection primarily focuses on Indy racing and spans nearly 80 years of motorsport history. The latest entries are in addition to Ettore Bugatti's personal car - the 1936 Bugatti Type 57C Coupe, which will be sold without reserve at the Pebble Beach Auction.

"This significant group of cars is one of the most comprehensive collections of Indy race cars ever to come to auction," said David Gooding, founder and president of Gooding & Company. "The legacy of each of these cars is extraordinary and their sale is sure to be a thrilling complement to any racing.



As for the Bugatti, The Type 57 is the quintessential Bugatti road car and this specific car is considered to be one of the most historically significant examples of its kind. It is believed that Bugatti factory employees originally assembled this 1938 Bugatti Type

57C Coupe as a gift for Le Patron, Ettore Bugatti. Deemed as one of its most cherished automobiles, the Bugatti factory went to great lengths to protect this precious vehicle during World War II. After Ettore Bugatti's death in 1947, the car continued to be maintained and stored at the Bugatti workshop in Molsheim, France, where it received factory upgrades as developments progressed. These upgrades included tailored interior accessories, a unique engine and transmission combination and other subtle technical improvements making it the most advanced example of the legendary Type 57. Additionally, the car's one-off coachwork is believed to be one of the last designs penned by Ettore Bugatti's son, Jean Bugatti before his death. Visit www.goodingco.com for more information.

Photos by Pawel Litwinski © 2009 Courtesy of Gooding & Company

RM

RM will be offering some 200 motor cars for auction in Monterey this year, including 50 from the Nick Alexander Collection, one of the most important collections of historically significant pre- and post-war



wood-bodied station wagons ever assembled. The offering of the Nick Alexander Collection will see RM Auctions extend its Sports & Classics of Monterey event to three days this year, kicking off on Thursday, August 13 with the sale of the Alexander Collection. It will be followed by a magnificent selection of other important and significant collector cars on **August 14 and August 15**.





RM will have a historic pair of Miller sports cars. The 1931 Miller V16, the only V16 Miller race car ever built, and a 1927 Miller 91 which is a recreation of the Frank Lockhart Land Speed Record car.

They have also announced the consignment of an historic 1952 Jaguar C-Type Sports Racing Car that was driven by the legendary Phil Hill to claim the Jaguar C-Type's first North American racing victory and a 1968 Corvette L88 which raced six times at the 24 Hours of Le Mans.

RM Auctions is also providing stage and auction services for the sale of two factory-original 2005 Ford GT supercars, one at Vintage Motorcars of Meadow Brook on August 1 and the second in Monterey. Offered on behalf of the Ford Motor Company's Global Walk Team, a portion of the proceeds from the sale of these cars will benefit the Juvenile Diabetes Research Foundation (JDRF) and its mission to find a cure for juvenile diabetes. For the most up to date information log onto www.rmauctions.com.

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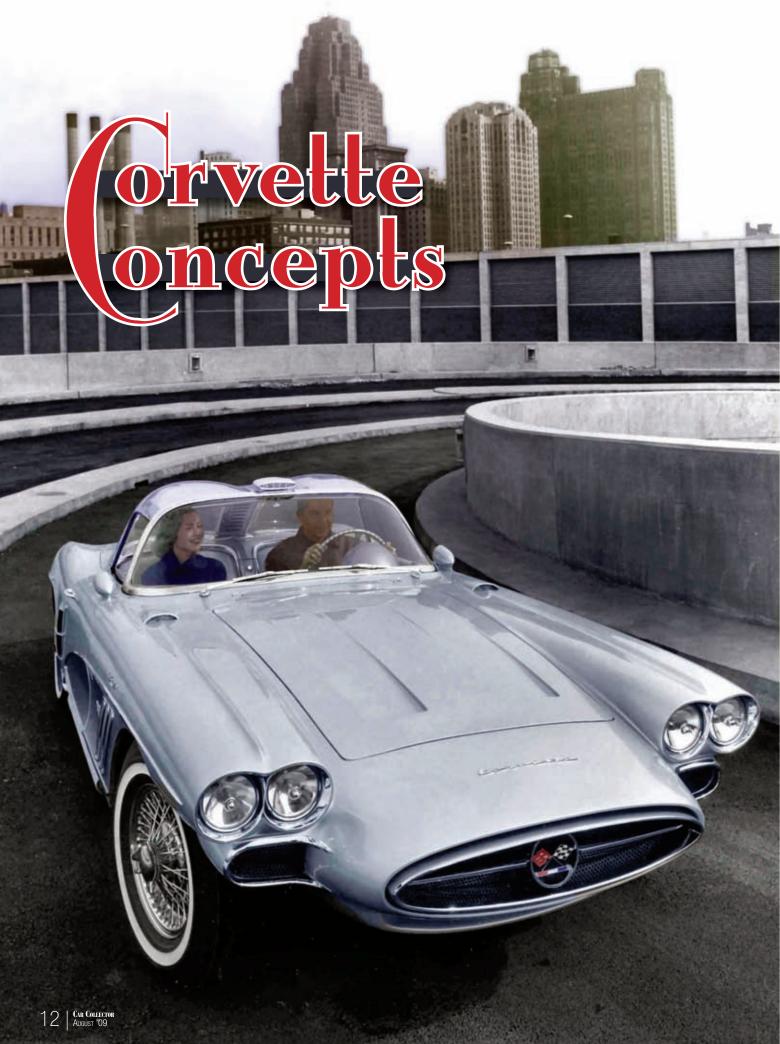


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Some Were Only Dreams, Others Were the Cars That Dreams Were Made of

By Dennis Adler and David W. Temple

Photos and colorized images from the author's collections

hevrolet's Corvette has been with us for over five-and-a-half decades. Along the way a multitude of "concept" versions have been produced. Concept is the name given to cars that are experimental, either in design, engineering, and occasionally both. The latter was the category

into which several Corvette concepts fell in the 1950s, and 1960s. Most ended up as scrap, some were redone, and many of them were never seen or heard of again after being displayed at Auto Shows. Some, however, were the basis for new models, new features, or the foundation for an entire generation. In fact, the very first Corvette, introduced at the 1953 Motorama in New York City, was itself a concept car.



Above: The Corvette made its debut at the Waldorf-Astoria in January 1953. Various minor changes were made to this design for production. (Author's Collection)

Previous page: Sometime the future begins with a concept. While many of the advanced styling cues of Bill Mitchell's 1958 XP 700 "Dream Car" were impractical, others foretold of coming design changes such as quad headlights, cove treatments, and rear end styling. Elements of the XP 700 would show up from 1958 through 1963. (Author's collection)

1953 - The Original Corvettes

The creation of the Corvette was the pet project of GM Styling Chief, Harley Earl. His idea first led to two show cars and a "mule" for testing. One of the show cars debuted at the Waldorf-Astoria, the starting point of the 1953 General Motors Motorama tour. This fiberglass prototype, EX-52, Shop Order (S.O.) 1737, generated enough enthusiasm from the public to push production ahead by several months, resulting in the use of Fiberglas for the bodies to hasten production.







Left: A tri-fold brochure provided many details about the Corvette prototype. (Author's Collection)

Above: The beach made a spectacular setting for the original Corvette prototype. (Author's Collection)

Top left: The second destination of the 1953 GM Motorama was the Diner Key Auditorium in Miami. Here the Corvette drew crowds just as it did everywhere it was shown. (Author's Collection)

Top right: This seldom seen top up view of the first Corvette prototype was taken in Miami just prior to the opening of the Motorama at the Dinner Key Auditorium. (Author's Collection)

Prototype Corvettes differed notably from the production versions – they were heavier, constructed with thicker Fiberglas, and formed as a one piece body. For production, the upper front and lower front, upper rear and lower rear body sections were joined and the rocker panels were glued and riveted to the assembled body. The resulting seam was hidden with bright trim. Hydraulically operated hood and trunk lids were installed for display purposes on at least the first prototype; these panels opened and closed as the show car revolved on its turntable.

Four more prototypes were ordered beyond EX-52, but two of these were soon cancelled. The "Waldorf" car was assembled by GM Styling and Chevrolet Engineering, while the other two bodies were supplied by Fisher Body and assembled by the Chevrolet Experimental Department. The second show car was displayed in the U.S. and Canada. The two show prototypes were nearly identical, but the second





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car lacked the cowl scoops and Continental-type door pushbuttons of the first car. Other minor details varied under the hood as well as in the interior. The other prototype was used strictly for a variety of tests and was not show quality.

According to GM memos, the original EX-52 prototype was dismantled; its body was destroyed during flammability testing and its frame was altered for use on another show car, the 1954 Chevrolet Nomad. Presumably the other prototypes were scrapped.

The 1954 Prototypes

For a while, GM was considering a line of Corvettes, thus two Corvette-based prototypes – the Nomad (S.O. 1954) and the Corvair (S.O. 2071) – were crafted along with a mildly modified Corvette wearing a prototype detachable hardtop (S.O. 2000) for the 1954 GM Motorama.

Carl Renner was put in charge of styling the two-door Nomad station wagon. Its side trim was similar to the 1953 Corvette prototypes, but extended to the doors. Conventional door handles rather than push-buttons were employed and the exhausts exited through a port on each quarter panel. Since the overall height (54 inches) of the Nomad was low, the top of the roof was visible. Harley Earl saw a need to give this area some sort of visual interest; ultimately, a series of grooves running side-to-side on the roof, aft of the B-pillars, was chosen. Overall length and width measured 191 and 71 inches, respectively. Wheelbase spanned 115 inches – 13 inches more than a Corvette.

Upholstery for the bench seating was in a combination of blue, white, and silver leather and fabric. The rear seat could be folded forward to sit flush with the cargo floor. Overhead, a series of chrome bows decorated the white headliner. Embossed stainless steel covered the cargo floor. The lower rear panel under the tailgate opened downward allowing access to the spare tire.

Rumors persist that a '54 Nomad still exists, but an equally compelling account of one being scrapped is just as persistent; two examples being built would nicely explain both stories.

The distinctive 51-inch high Corvair featured a panoramic windshield, a fast-back roof that swept back to a jet exhaust-type opening, a trio of rectangular inlets on the fenders for interior ventilation, and twin bulges with chromed slotted vents on the hood to let the heat escape the engine compartment. Exhaust

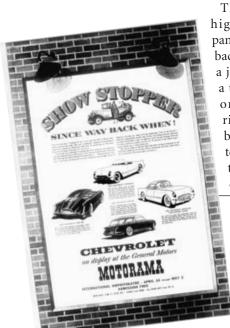
The Corvette and Corvettebased show cars were spotlighted with this advertisement for the 1954 GM Motorama. These cars also appeared at many other auto shows in this country and abroad. (Author's Collection)



The Corvette and Corvette-based show cars pose together in Miami during February 1954. The "Hardtop" car joined the Motorama at this time. Note that the fastback Corvair is painted light green. A deep red Corvair was exhibited at the preceding Motorama in New York City. (Wayne Ellwood Collection)

The first of the Corvettes with a prototype detachable hardtop was painted pale yellow. Other than the fiberglass top it featured roll-up windows, a glove box on the right kick panel, and wafflepattern upholstery. (Author's Collection)





vents for the interior air were mounted on the swept C-pillars and controlled with manual buttons inside the car. The show car was said to be powered with a stock Corvette driveline.

The Corvair was seen in two colors – a deep red and a pale blue-green. Changing the color of a Motorama car was not especially common, but it did happen. However, in the case of the Corvair, almost certainly two examples were built.

Regardless of the exterior color, the interior was upholstered in light beige leather; the pattern on the seats and the door panels differed from that of a production Corvette. A bulkhead sat directly behind the bucket seats while a filler plate covered the area from the bulkhead all the way back to the bottom of the backlight.

According to two eyewitnesses interviewed by this author for a 2003 story about the GM Motorama cars published in *Car Collector* magazine, (three part series published in issues Sept. Oct. and Nov. 2003) the car– described by both as a red 1953 to 1955 style Corvette fastback – was seen at Warhoops (salvage yard) sitting atop one or two other cars.

The other special Corvette displayed during that year's Motorama (starting with the Miami show) tour had a prototype fiberglass top in addition to roll-up windows. (Production Vettes had snap-in panels.) A taller windshield and frame assembly was installed

shield and frame assembly was installed

on a 1953 Corvette painted pale yellow and its interior was outfitted with nonproduction waffle pattern upholstery, as well as a small glove box on the right kick panel. Door panels differed, too. Similarly patterned upholstery and door panels along with the hardtop were adopted for 1956.

Two of the hardtop cars were built. The second of these was displayed at Canadian shows and perhaps elsewhere. It was taken off the assembly line and given nearly the same modifications as performed on the first car, but its color scheme was a gold-tinted maroon with a maroon interior. According to an article written by Wayne Ellwood and Noland Adams published in the Summer 1999 issue of *SHARK Quarterly* magazine, it was sold by GM in August 1957 to an employee of the Truck Sales Department in Oshawa, Ontario. This car still exists and is now owned by a resident of Vancouver, BC.



1955 - No New Ideas

No Corvette show cars were created for 1955. Production versions were displayed, though the one-year old 1954 show cars continued to be exhibited at dealerships and auto shows. One of the reasons was that the 1954 models had not sold well and hundreds were still sitting on dealer lots when the 1955 models were introduced. The Corvette's future was even in question until plans finally took shape for an all-new 1956 models.

1956 The Corvette Impala

The 1956 Corvette Impala (XP-101, S.O. 2487) was the embodiment of what a Corvette as a five-passenger sports car could have been. This fiberglass show car designed by Bob Cadaret (who worked on the new 1956 Corvette's design) and Carl Renner had a 225 horsepower Super Turbo-Fire V8 engine, "Powerglide" transmission, power windows, integral bumper and grille, tinted panoramic wraparound windshield that curved up into the pale blue-tinted brushed stainless steel roof, wraparound rear windshield, beltline dip near the reverse slant C-pillars, and chromeplated wire wheels with knock-off hubs. The car's dual exhaust pipes



This is the second of two Corvettes modified for the prototype detachable hardtop. It was shown in Canada. In fact, this photo was taken at the 1955 Canadian National Exhibition. All of the 1954 Corvette-based show cars continued to be shown that year. The wheel covers of this car appear to be completely stock units while those of the other show car had a cross-flags emblem in the spinner. (Canadian National Exhibition Archives)



The brilliant red Corvair was displayed on a turntable at the Waldorf-Astoria. The authors believe this to be one of two prototypes built. This car is reported to have been at Warhoops Auto & Truck Salvage until the late 1970s, though the current owner of the company does not believe that to be true. (GM Media Archive)







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A brochure about the Nomad said the show car combined "the sleek styling of a sports car with the versatility and utility of a Station Wagon. The glass fiber reinforced plastic body affords unusual visibility and seating space for six passengers." Among its many features was an electrically operated rear window which would automatically retract into the tail gate as it is unlocked. This photo was taken at the Waldorf-Astoria in January 1954, the locale of the opening of the 1954 GM Motorama.



The 1956 Impala (also known as XP-101, Shop Order 2487) was the embodiment of what a Corvette as a five-passenger sports car could have been. Corvette styling cues included the "toothy" grille and sloping shape of the quarter panels. In fact, its full name was Corvette Impala. (Author's Collection)



A brochure said the car "incorporates wholly new considerations in fine passenger car design from the standpoint of sleekness, safety, and luxury." Upholstery was a combination of silver-blue vinyl and crosshatch pattern nylon. The front seat was equipped with a fold-down center armrest with a map case, while the rear seat featured a fixed central armrest with power window switches, courtesy light, and ash tray. (Author's Collection)



The 1956 Corvette Impala was repainted blue by the time it reappeared at the Chicago Auto Show in 1957. The author believes this car was probably scrapped later that year. (Warren Kostelny Collection)

passed through the driveshaft tunnel into a transverse-mounted muffler and the dual outlets from the muffler projected through the rear body panel.

Exterior dimensions of the Corvette Impala were 74.4 inches wide, 53.7 inches high, and 202 inches in length; its wheelbase spanned 116.5 inches and road clearance measured six inches.

The show car's color for a while was similar – if not identical – to Aegean Turquoise Metallic, a color which was offered for the 1958 model Chevrolets. A photo of the car at the Chicago Auto Show in 1957 clearly shows the color was changed to a bright blue.

A padded bar of air foil shape emerged from the steering column and angled upward to flatten into a horizontal plane that spanned the entire width of the interior; it contained the various controls and teardrop shaped heater outlets. The center section of the padded cowl contained a recessed radio and drum clock. A speed warning system, consisting of ten circular windows across the instrument panel, were said to light up progressively in more intense shades of red as higher road speeds were attained. Upholstery was a combination of silver-blue vinyl and crosshatch pattern nylon. The front seat was equipped with a fold-down center armrest with a map case, while the rear seat featured a fixed central armrest with power window switches, courtesy light, and ash tray. Seat belts and a sloping package tray were included as safety features.

Several styling cues of the Corvette Impala such as the reverse slant C-pillars were applied to the Impala introduced as part of the Bel Air series for the 1958 model year. Other features such as the Corvette-inspired grille were considered, but eventually rejected for production.

Reportedly this forerunner of the production Impala was scrapped.

BECAUSE BABIES

-need-----

SPECIALISTS

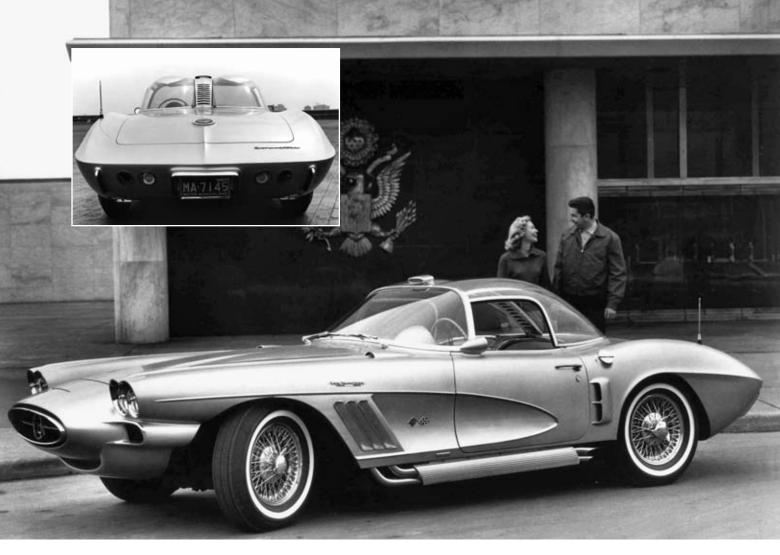


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1958 XP 700

Back in 1958, Harley Earl's protégé and successor, Bill Mitchell, designed a running concept car called the XP 700. Mitchell had just taken over from Earl as Chief of GM Styling. The XP 700 Dream Car ultimately led to the design of the 1961 and 1962 Corvette models. The dual headlights and fender treatment, rocker panel trim and new Sting Ray style rear end, all evolved from this car, so on occasion dreams do come true.

The Mako Sharks

While Corvette enthusiasts were taking in the sporty lines of the new 1961 models, Mitchell and the design staff were building the Mako Shark, which in turn influenced the styling of the all-new 1963 Corvette. In 1965, the Mako Shark II set the styling pace for the 1968 model line. The aggressive look of the fourth generation Corvette was there in the Shark's muscular profile and bold front end design. One feature

Back in 1958, Harley Earl's long time protégé, Bill Mitchell, designed a running concept car called the XP 700. The Corvette's dual headlights, fender treatment, and rocker panel trim evolved from this car.

Inset: The XP 700 ultimately led to the design of the 1961 and 1962 Corvette models and the new Sting Ray style rear end, all of which evolved from this concept car. (Author's collection)

While Corvette enthusiasts were taking in the sporty lines of the new '61 models, Mitchell and the design staff were building the Mako Shark, which in turn influenced the styling of the all-new 1963 Corvette. (GM Archives)



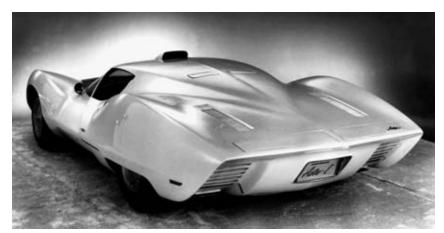


In 1965 the Mako Shark II set the styling pace for the 1968 model line. The aggressive look of the fourth generation Corvette was there in the Shark's muscular profile and bold front end design. (Author's collection)

that never went past the concept stage was the car's unique fade-away paint scheme which duplicated the body coloring of a shark! There is one rumored tale that Mitchell had a shark mounted on the wall of his office and that this was the fading color scheme he wanted for the Mako Shark. The design team, after failing to get the exact match, took the shark off the wall and painted it to match the car! Mitchell never said anything.

1967 Astro I

More often, Corvette concept cars did not lead to the design of a new model. If it had, the Astro I, shown in 1967, would have put GM light years ahead of the competition. The Astro I featured Chevrolet's flowback roof design. The car had an electric swing-back roof, instead of conventional doors, and a rear section combined with power elevator seats that allowed the driver and passenger to step right into the car and sit at armchair height. At the push of a button, the occupants were lowered to a semi-reclining position beneath the roof, which closed down to a height of only 35.5 inches. The Astro I was powered by an air-cooled, single overhead camshaft, sixcylinder engine. It was perhaps a bit too advanced for the 1960s but when you look at photos of the prototype today, a number of styling cues that appeared in later years, particularly on European sports cars are evident.



The Astro I featured Chevrolet's "flowback" roof design with an electric swing-back roof, instead of doors, and a rear section combined with power elevator seats that allowed the driver and passenger to step right into the car and sit at armchair height. Chevrolet introduced the concept car for the 1967 show season. It remains one of the most innovative Dream Cars ever to come from General Motors. It was designed under the direction of GM Vice President of Design, Bill Mitchell, with the actual work led by stylist Larry Shinoda. The rear of the Astro I resembled a design one might have seen on a Can-Am racecar of the era. (Author's collection)





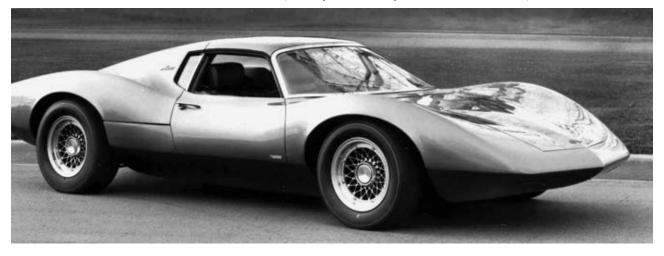
1964 CERV II and 1968 XP-880 Astro II

When the Corvette began to generate decent sales figures (due in large part to its getting a sporty, fuelinjected V8), the car's performance potential began to be explored more thoroughly, especially by Zora Arkus-Duntov. Bill Mitchell and Duntov supervised the design of some midengine prototypes for evaluation.

The 1964 CERV II was the first mid-engine car to feature full-time, four-wheel drive. It was followed four years later by the XP-880, ultimately dubbed Astro II. The debut of the Astro II at the 1968 New York Auto Show fueled rumors that a midengine Corvette was not far away and it countered the announce-



According to Chuck Jordan who went from stylist to GM's fourth design vice president, the Astro II was "somewhat cobbled together" but its appearance did reflect "the design philosophy at the time." The nose and the tail lights of the Astro II had a strong resemblance to the '68 Corvette which represented the first year of production of the so-called Shark design. The car was shown for several years in various color schemes before being retired from the show circuit and is now a part of the GM Heritage Center collection. (Photo by David W. Temple and Author's collections)



ment by Ford Motor Company of its intention to sell the mid-engine, Italian-built DeTomaso Pantera. A GM press release about the car said it was "a practical, personal sports car designed to carry two passengers and their luggage comfortably and rapidly." General Motors' official press release did its part to start the rumors of a mid-engine Corvette in the future when the final paragraph



A GM-issued press release about the Astro II stated, "Inside, driver and passenger are snug, surrounded by well-padded surfaces which provide a maximum of lateral support – advantageous because of the high maneuverability of this vehicle. The instrumentation is normal with 270 degrees sweep speedometer and 8,000rpm tachometer. The conventional placement of gauges includes water temperature, air pressure, ammeter, and gasoline gauge. A sliding transmission selector replaces the usual lever." (Photo by David W. Temple)



The L36 version of the Corvette 427 coupled to a Powerglide and Pontiac Tempest trans-axle powered the Astro II. An aluminum radiator was mounted in the aft end of the car and was kept cool with an electric fan. This arrangement freed-up space in the front of the car for storage purposes and minimized the plumbing needed to route the coolant to the engine. (Photo by David W. Temple)





Chevrolet was still thinking about a mid-engine sports car when it proposed the "4-Rotor" in the early 1970s. This was yet another possible replacement for the fourth generation Corvette. It incorporated a totally new body design, Gullwing-type doors and a Chevrolet-Wankle rotary engine, mounted amidships. (GM Archives)



stated, "Astro II takes a big step in translating the excitement of its brilliantly colored predecessor [Astro I] into possible production reality..."

According to Chuck Jordan, who began working as a stylist for GM in 1949 and later became GM's fourth design vice president, the Astro II was "somewhat cobbled together" but its appearance did reflect "the design philosophy at the time." The nose and the taillights of the Astro II XP-880 had a strong resemblance to the 1968 Corvette, which represented the first year of production of the so-called Shark design. The fiberglass body of the Astro II was mounted on a backbone type frame and a Corvette L-36 427 occupied the mid portion. A Powerglide two-speed automatic and Pontiac Tempest trans-axle got the 427's horsepower to the rear wheels. An aluminum radiator cooled by an electric fan was mounted in the aft end of the car.

The Astro II was followed by the XP-882, which represented "a more serious try" at a mid-engine Corvette, said Chuck Jordan. More than almost any other advanced concept car built during the late 1960s, Astro II came closest to production quality appearance and at one time was thought to be the next Corvette. Ultimately, it proved to be just one of several ideas, none of which ever saw the light of day.

One of the most exhilarating Corvette concepts of the 20th century was the 1992 Sting Ray III, what Chevrolet then described as, "incorporating the best of past Corvettes while surging into the future. This too, became little more than a dream to anxious Corvette enthusiasts. (Author's collection)

The CERV III was one of Chevrolet's most exciting concepts. First seen at the 1990 North American Auto Show in Detroit, it appeared to be the look of the Corvette's future. It was, in the end, just one possible direction GM could have taken and did not. (GM Archives)





OPCs, or Other People's Concepts, often went where GM feared to tread. The most dramatic departure put into limited production by Callaway was the 1996 SuperNatural Le Mans, which was based on the company's 1995 Le Mans GT2 Category racecar. (Dennis Adler photo)

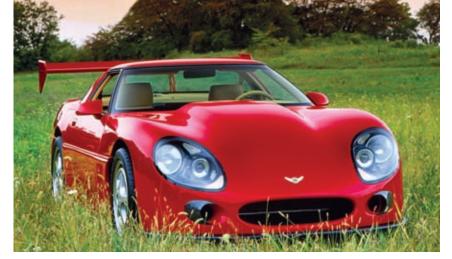
A Corvette with a Wankle Rotary

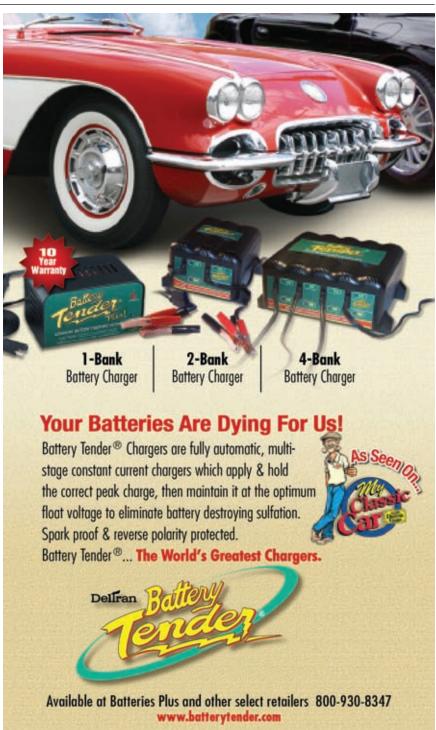
Chevrolet was still thinking about a mid-engine sports car when it proposed the 4-Rotor in the early 1970s. This was yet another possible replacement for the fourth generation model. It incorporated a totally new body design, Mercedes-Benz-style 300 SL Gullwing doors, and the innovative Chevrolet-Wankle rotary engine mounted amidships.

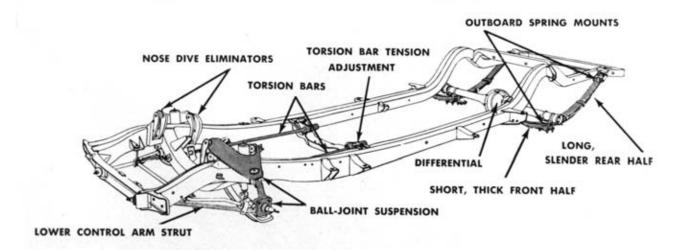
The engine boasted a displacement of 585 cubic inches with an output of 350 horsepower at 7000rpm. When GM's rotary engine development program ended, the car was fitted with a V8 and renamed the Aerovette.

Cars like the Astro II and 4-Rotor could have changed the entire course of Corvette styling and engineering had their designs been adopted. In general, such wide sweeping changes seldom occur. Change, like ageing, is usually gradual. Exciting and seemingly production ready concept cars like the 1990 CERV III may have pointed the way to the future, but it was not an absolute, just one possible future. That's why they're called concepts.









CHRYSLER switched to torsion bar springs in front on their '57 cars, basically unchanged for their '58 models. Superior handling, however, can be attributed to the wide lateral spring base, low center of gravity, somewhat stiffer spring rates, high front roll center, good rear-steering geometry, and progressive valving in the front shock absorbers. "Torsion-Aire" ride helped to boost Chrysler sales, spurred development of air springs.

Who Put The MUSCLE

In the MUSCLE Car?



hile hot-to-trot horsepower clearly dominated the show during Detroit's original muscle car era, there was more to the story than simply stuffing really big engines with really big output tags into

not-so-big automobiles. Backing up most high-performance V8s then was a relatively strong supporting cast, with "relatively" being the operative word. Sufficiently reinforced chassis were relatively common but not always included in the basic deal, at least not as far as some of the less intimidating "entry level" factory muscle cars were concerned. Beefed brakes also predictably appeared as part of many "hi-perf" option packages, though to a lesser degree, compared to all the stiffened suspensions bolted up beneath many muscle cars of the Sixties and Seventies. More often than not they were offered as rather costly options, so-called super-duper stoppers back in the day. Yes, they were more heavy duty than standard-issue hardware, but that often wasn't saying much considering how wimpy most garden-variety drum brakes were 40-some years back.

Some cynics still say Detroit's movers and shakers don't necessarily advance until they're finally forced to do so, and that certainly was the case involving braking technology dating back to the horsepower race's earliest escalations in the Fifties. The reality was plainly obvious: if it wasn't broke in the public's perception, don't waste a ton of retooling loot fixing it. At the time the few complaints uttered about substandard stopping power were drowned out by all the raving over how strong and fast America's top performing machines were becoming, leaving brake designers worrying only about keeping up with the Joneses. As one understandably unnamed engineer told *Motor Trend* in 1958, "...our company's brakes are as good as the rest of 'em, so why should we get all excited about radical, expensive new designs?"

Hence many early muscle cars of the Sixties came standard with not much more braking ability than the low-performance family sedans upon which they were based. And engineers could've added optional truck-size drums at the corners all day long and they still wouldn't have defeated the real enemy of confident braking under duress – fade.

Previous page top: Introduced in 1957, Chrysler's Torsion-Aire front suspension relied on long torsion bars instead of the conventional coil springs found beneath the noses of other Big Three vehicles of the day. Torsion bars remained the norm for Dodge and Plymouth muscle cars of the Sixties and Seventies.

Previous page bottom: Easily the most exotic suspension upgrade made during the Sixties came from Chevrolet in 1963 for its new Corvette Sting Ray. Independent rear suspension transformed the second-generation Corvette into a true world-class sporting machine that Zora Arkus-Duntov was "proud to drive in Europe."

From the beginning of time, the prevailing attitude among brake designers has been "bigger must be better." Larger linings, wider drums with increased diameters, more total swept area did help stopping reaction better compete with its not-so-equal and opposite action. But the long-pervasive drum brake design always did feature one major inherent inadequacy: heat build-up inside those drums during hard braking produced the performance driver's worst fear, brake fade. As gases formed in the heat of friction they reduced friction forces between linings and drum surfaces. Not even a power booster could transform a heavy foot into sure stops once high heat took over.

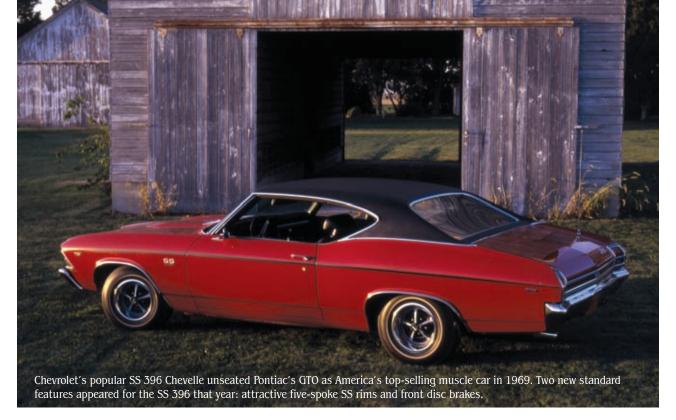
Solutions included special metallic linings, first used by Chevrolet for its competition-bound Corvettes in 1956. While these shoes did resist fading when overheated, they almost didn't work at all when cold—not a worry on the racetrack but a distinct disadvantage to the driver hoping to avoid running that first stop sign on the way to work in the morning.

Chevrolet also added finned drums to its heavy-duty brake packages, with the idea being to keep things cooler the same way a radiator lowers engine coolant temperature. Yet another improvement involved manufacturing drums out of aluminum instead of cast-iron due to the fact that the former dissipates heat more efficiently than the latter. In 1958 Buick became the first major automaker to offer aluminum drums (fronts only) as standard equipment.

Of course the real next step involved switching to disc brakes, preferred stopping equipment almost as old as



Oldsmobile popularized the use of a standard rear sway bar (seen here at bottom) in 1964, bolting one up beneath its new 4-4-2 that year. The 1970 4-4-2's foundation appears here.



the automobile itself. Since their caliper-mounted friction pads and rotors are fully exposed to cooling airflows, disc brakes do not overheat as easily as drums, thus brake fade is nowhere near as formidable. There is a trade-off, though. Disc brakes are not "self-energizing" like their drum counterparts. When a brake shoe comes in contact with the inside of a rotating drum, the reactive force helps squeeze that shoe even tighter against the drum's wall, effectively multiplying pedal pressure into additional stopping power. Without this "free" power, early American disc systems for heavy, high-horsepower cars required a booster to keep pedal effort within acceptable ranges.

America's first successful modern disc brake application came in 1963 when Studebaker made Bendix-supplied front discs standard for its sporty Avanti. Two years later, Chevrolet, with the help of Kelsey-Hayes, included four-wheel discs as part of the standard Corvette deal. Chevy also offered four-wheel discs as a rare (and expensive) Camaro option in 1969. Optional front discs had become a Chevy muscle car option in 1967.

Ford's first optional front discs came in 1965, as did Plymouth's as part of its nicely balanced Formula S Barracuda package. Standard front discs didn't begin proliferating until the supercar scene was on its way out, with Chevy's SS 396 Chevelle first featuring these cuttingedge brakes at no extra cost in 1969. Why such a no-brainer advance was so long in coming was again a given: keeping expenses in line was more important than making muscle cars as safe as possible.

Consider Chevrolet's first SS 396 Malibu, which in 1965 featured enlarged drums borrowed from the full-sized Impala. These standard big brakes helped boost the limited-edition "Z16" Chevelle's base price to more than \$4,000, a lot of dough in those days. But when the SS 396's scope was widened in 1966, typical Chevelle drums were installed to help bring the base price down to where more customers—

A rear sway bar also was included as part of Chevrolet's highpriced, limited-edition Z16 package in 1965, which transformed a Chevelle Malibu into Chevy's first SS 396. A heavy-duty 12-bolt rear axle (with extra reinforcing control arms) and big Impala drum brakes were standard, too.





Oldsmobile engineers in 1970 introduced their lightweight "W27" rear axle cover, which along with looking really cool also helped keep differential fluid temperatures down.



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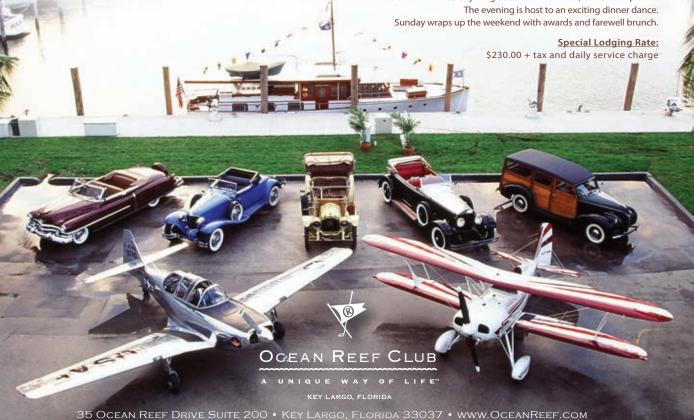
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Firestone Wide Oval 70-series tires appeared in 1966 to greatly improve muscle car handling—that they also looked so darned mean represented icing on the cake.



Michelin pioneered radial tire applications in the U.S., but this advancement came along too late to make a major difference to muscle car customers, save mostly for Pontiac fans who still had the Trans Am to thrash into the new millennium.



Magnum 500 rims wearing F60x15 Wide Oval tires were standard for the 1969 Boss 429 Mustang, as was a sway bar and staggered shocks in back.

say, 70,000 or more—could reach it. Standard braking power was sacrificed in favor of market penetration, a move not missed by press critics.

Mild-mannered brakes, however, didn't deserve all the blame for the way too many early muscle cars failed to slow as well as go. All things remaining equal mechanically, more rubber on the road also translates into more stopping power, not to mention better traction and handling. Plainly put, nearly all early-Sixties tires proved incapable of holding up their end of the bargain — at both ends of the performance curve. First and foremost, they were far too skinny, they just didn't offer enough tread width, maybe four or five inches at most in standard passenger-car applications. As they had in the Fifties, the best "performance" tires of the day carried about seven inches of tread.

In exchange for this extra width, these rubber rollers grew quite "tall" thanks to the constant aspect ratio—a measurement of section height compared to tread width—common to nearly all tires a half century back. Most ran in the "82" range, meaning sidewall height was 82 percent of tread width. While these bigger tires did offer increased traction, they didn't do much for handling because a taller sidewall, working in concert with existing internal structures, tended to "bend" sideways more in a turn, allowing the tread to partially lift off the road when it was need down there the most.



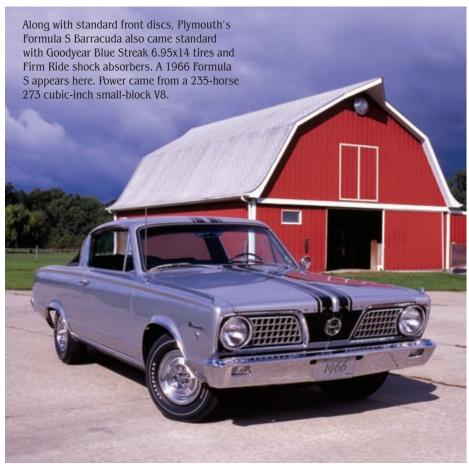
Competition-oriented brake packages for Chevrolet's Corvette dated back to 1956. In 1963, the Z06 option appeared complete with various extras (shown here) meant to improve brake cooling and overall performance. Power assist also was included.



Front disc brakes were included as part of Plymouth's Formula S package, introduced for the Barracuda in 1965. A 1967 Formula S's disc appears here.



Arguably the most exotic brake option seen during the early Sixties was Pontiac's finned aluminum drum, which worked in concert with attractive eight-lug rims. A 1963 Super Duty Catalina's optional eight-lug equipment is demonstrated here.









According to *Car and Driver*, the Boss 302 Mustang, built for 1969 and 1970, was "the best-handling Ford ever to come out of Dearborn and may just be the new standard by which everything from Detroit must be judged." Fifteen-inch Magnum 500 wheels were optional for the 1970 Boss 302, seen here.



Attractive, wide Rallye wheels, available in both 14- and 15-inch diameters, became an option for Dodge and Plymouth muscle cars in 1970. This 1970 Dodge Super Bee features the latter larger Rallye rims.

Early efforts to improve rolling performance dealt mostly with traction upgrades achieved through the use of special rubber compounds, like the "stickier" butyl-rubber recipe used by the Atlas Bucron tire. Load or speed rating also was important as performance tires of course had to hold up under rapid acceleration, lateral stress and the high temperatures created by high speeds. Goodyear's Blue Streak was among the best tires of the early Sixties as far as all factors were concerned.

The modern performance tire era arguably began, courtesy of Firestone, late in 1966. As the name implied, Firestone's new Super Sports Wide Oval featured as wide a tread width as anything seen on the street to that point and looked very much like an oval in cross section, its short sidewalls bulging out instead of running nearly vertically. With a high load rating and an aspect ratio of only 70 percent, the Wide Oval offered two more inches of tread width and a 23 percent larger "footprint" compared to the best 14-inch tires then on the market, all this while at the same time keeping low to the ground where a performance tire should be.

Optional 70-series tires quickly gained popularity in the muscle car field, as did suitably wider wheels to allow this new trendy rubber to perform as it should. Maximum rim

width went from six inches to seven, and Corvettes in 1969 even started using eight-inch wide wheels. By that time, many manufacturers were offering fatter 60-series rubber for both 14- and 15-inch diameter wheels. G60 treads were the widest, highest-load-bearing tires offered during the '60s and '70s.

By 1968 tire manufacturers also were upgrading internal affairs. For decades, tires had been of bias-ply construction: cords beneath the tread ran at an angle from side to side. Goodyear then introduced its belted bias-ply tire which added a reinforcing fiberglass belt around two-ply polyester cords, resulting in both improved traction and longer wear.

Belted radial-ply tires also started making the scene about the same time, though mostly in Europe. With cords running straight across from rim bead to rim bead radially around the circumference, this new breed promised to improve handling as sideways flexing didn't produce the corresponding tread warping inherent in earlier designs. Unfortunately, steel-belted radial tires didn't begin effectively infiltrating the U.S. market until well into the Seventies, after the muscle car had all but vanished. But a few survivors, like Pontiac's long-running Trans Am, did benefit from radial technology.

Radial tires on their own markedly improved general handling characteristics. Until their rise, the most muscle makers could manage involved increasing spring rates, stiffening shock absorber valving and thickening the anti-sway bar up front. Geometry or physics lessons rarely were called into play, at least when mass-production was the goal. Discounting a few highly specialized models like Carroll Shelby's early G.T. 350 Mustangs, Detroit's muscle machines were treated to few other suspension mods, with tooling costs once more representing the reason why. Basically nothing was done concerning roll centers, reducing unsprung weight, or lowering centers of gravity. In most cases, any lowering done in the mainstream was primarily the product of bolting on shorter, wider tires.

Save for the niche-market Corvette's independent rear suspension (IRS) introduced with the 1963 Sting Ray, no expensively engineered exotic handling upgrades appeared. Status-quo remained the norm on the muscle car's dirty side; typical short/long parallel A-arms with coils (or torsion bars in Chrysler's case) up front and conventional solid axles sprung by either coil springs or longitudinal leafs in back prevailed. Rumors in 1964 did have Ford offering an optional IRS setup similar to the newly introduced Sting Ray's for the Mustang, but such a costly arrangement never appeared.

Much cheaper was an easily installed innovation offered by Oldsmobile in 1964. As part of its new 4-4-2 package, Olds threw in a standard rear sway bar, an understeer-controlling feature that had appeared earlier on American Motors' Rebel in 1957 and Chevrolet's Corvette beginning in 1960. Measuring 0.875-inch in diameterthe same as Oldsmobile's standard front unit—this stabilizer helped reduce body lean, which in turn kept the rear treads more firmly planted during hard turns. The 1964 4-4-2, in Car Life's opinion, "was the best handling of any GM car we've been exposed to (except the Sting Ray) and far superior to its identical cousins from the other divisions. There is, in our judgment, hardly a better handling passenger sedan produced in this country."

Long a regular feature from Olds, a rear sway bar was used in great numbers by AMC as well. Chevrolet's first SS 396 came standard with one in 1965 and did again beginning in 1970. Buick that year also made a rear stabilizer part of the desirable GSX package.

By then muscle car handling had advanced as far as it could within the parameters inherent to the massproduction practices of the day. All-in-all, the best of the breed in the early '70s did a decent job of holding the road for such heavy automobiles. Anything more by way of expensively modified underpinnings would've probably been overkill, not to mention a hard sell in more ways than one. Supreme handling then always translated into a less civilized ride; those bone-rattling springs and shocks giving all-new meaning to "seat-ofthe-pants response." No ifs, ands or sore butts about it, muscle cars were often as hard on their drivers as they were on the competition.

But darned they were still so much fun to drive.





Convertibles

In the Beginning All Corvettes Were Convertibles

rom the time of its introduction as a 1953 model, limited to 300 Polo White convertibles, the Corvette was intended to be an open roadster. What happened between the end of 1953 and the beginning of the 1955 model year was hardly what Chevrolet, designer Harley Earl or GM management had anticipated. The car was essentially unpopular. Unpopular with the general public because it lacked so many features Americans had come to expect, and unpopular with sports car aficionados because it lacked performance and handling. The 1953 and 1954 Corvettes were, as was often the case in Detroit, still a work in progress when introduced. Such missteps have killed many Detroit makes, but the Corvette got a second start in 1955 and a year later a new lease on life, that has been running uninterrupted for more than half a century.

As a convertible the Corvette was desirable, especially after it was powered with a V8, and finally a manual transmission late in 1955. By then the second generation model was off the drawing boards and waiting in the wings.

Harley Earl's team of gifted stylists had made substantial changes to the original Corvette body. For the most part they had started with a clean sheet of paper. Every aspect of the 1953 design was altered and refined. "All the designers were enamored by the Mercedes-Benz 300 SL Gullwing coupe," recalled Bob Cadaret, who worked as a stylist on the Chevy design staff. "From the wind-

The 1953-1955 Chevrolet Corvette stood out like a patch of color on a B&W page, as both distinctive among American production cars, and one that quickly lost its appeal to consumers, who found the compromises of the first generation cars more than they were willing to settle for. (photo by Dennis Adler)



By **Dennis Adler**



At the 1953 General Motors Motorama held in New York City, Chevrolet unveiled what was, at the moment, a concept car called Corvette. It was so well received that GM decided to put it into immediate production. There were several differences in the final production version such as the full length side trim, and most importantly and unfortunately, the soon to be deleted exterior Continental-style door button. This colorized print from the January, 1953 debut shows Edward N. Cole, (behind the wheel) then Chevrolet's chief engineer and the driving force behind the car's development, and Chevrolet general manager Thomas Keating. (Dennis Adler collection)

shield forward, the 300 SL was the predominant influence on the styling of the 1956 Corvette." This new and vastly improved sports car was offered only as a convertible. In fact, there wouldn't be a coupe until 1963. But that isn't to say there weren't any hardtops.

The new Corvette made up for nearly all of the first generation model's shortcomings. The 1956 convertibles came with roll-up windows, optional power assist, and exterior door handles. Why Chevrolet and Earl chose to offer the first generation cars without them is still one of the great absences of forethought in Detroit automotive history. Yes, it was supposed to offer the essence of a British sports car, and as a convertible all one needed to do was reach inside to open the door. Still, you have to wonder how many Americans wanted that feature, or lack thereof, in a new car.

One of the other notable improvements in the second generation Corvette was a new convertible top mechanism, also offered with an available power assist, and a previously unavailable option, an auxiliary removable hardtop, that made the 1956 convertible into an all-season coupe.

With the 1956 models output from the V8 was increased to a modest 210 horsepower, but by ordering an optional dual four-barrel carburetor output climbed to a respectIn 1955 Chevrolet introduced a second Corvette model, this one offered with a V8 engine. It was the first step in redeeming the two seat convertible among sports car enthusiasts who had turned thumbs down on the 1954 models which only offered an anemic six-cylinder engine and 2-speed automatic transmission. The V8 models were easily identified by the large gold V in the CheVrolet name. (photo by Dennis Adler)

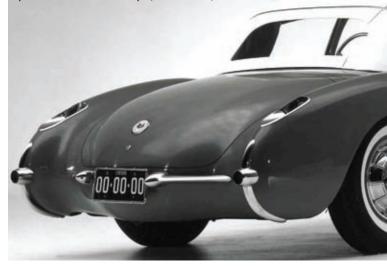
able 225 horsepower. The V8 engine significantly improved the Corvette's overall weight distribution, being some 40 pounds lighter than its sixcylinder predecessor. The added

horses under the hood demanded commensurate modifications to the suspension, which were eventually seen to by Chevrolet's new power and handling maestro Zora Arkus-Duntov. With his modifications and the standard synchromesh 3-speed manual transmission, the Corvette emerged as a true driver's car in 1956. Wrote Sports Car Graphic road testers: "In almost every respect the 1956 Corvette is a very satisfying car on the highway...[it] supplements astonishing performance with a high level of road-holding." Breaking from the previous year's limited color schemes, Corvettes could now be ordered in any of eight exterior colors; the original Polo White, Onyx Black, Cascade Green, Aztec Copper, Arctic Blue, Venetian Red, Shoreline Beige, and Silver. For an additional \$19, the RPO 440 option gave owners a choice of beige or silver painted door coves to contrast the body color. Corvette production for 1956 jumped from 700 cars the previous year to 3,467. The details of those sales figures also gave Chevrolet marketing managers a good idea of what appealed most to new Corvette owners. Of the total number of cars sold, only 276 were purchased with the base engine. For an additional \$172, more than 3,000 were ordered with the 225-horsepower V8; 1,510 coupled to the manual gearbox and 1,570 teamed with Powerglide. The most interesting sales statistic, especially when the data filtered back to the Chevy designers, was the Corvette's most popular option, the removable hardtop, ordered on 2,076 cars; 629 in place of the soft top altogether and 1,447 as a \$215.20 addition. For bench racers, here's a little bit of Corvette trivia guaranteed to win a steak dinner. Through April of 1956, all convertible tops were power operated. With the availability of a manual top in May, the hydraulic assist added \$107.60 to the window sticker. For the year a total of 2,682 were produced with power tops, and buyers had a choice of white, beige or black fabric. Just for the record only 103 people opted for black, 1,840 purchased white and 895, beige.

As Corvette design and engineering progressed throughout the 1950s each year added more features; fuel-injection and a 4-speed manual transmission in 1957 and revised body styling in 1958, including the introduction of dual headlights. The hardtop option box was also being checked more and more often. In 1957

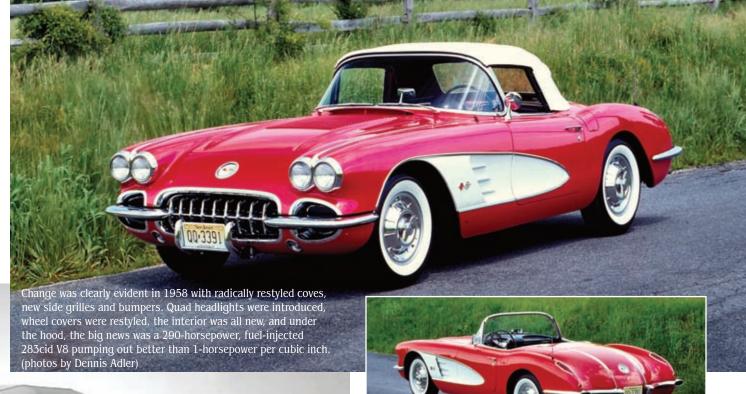


When the chips were down in 1954 plans were already under way for an all new 1956 model. The radically redesigned '56 Corvette corrected nearly all of the original car's shortcomings including the addition of roll-up (or power) windows, exterior door handles, a more powerful V8, manual gearbox, sports suspension, and an optional removable hardtop. (GM Archives)





Zora Arkus-Duntov made the 1957 Corvette a real performance car with the addition of fuel-injection, an option boldly marked on the stylish contrasting white coves of this Artic Blue model. Fuel injected 283 cubic inch V8s were offered in 250 horsepower and 283 horsepower versions. A 4-speed manual and Positraction rear axle were also optional. (photo by Dennis Adler)





the total was 4,055, in 1958 the orders jumped to 5,607 and in 1959 nearly as many buyers, 5,481 opted to pay an extra \$236.75 for the convenience of having a solid roof over their heads. By now, Chevrolet designers were thinking about the next generation to be introduced in 1963. In the interim, the 1961, and more dramatically the 1962 models, were heading toward the end of one road and the beginning of another. They were to be the last of the solid rear axle cars, the last Corvettes to be offered solely as a convertible, and for many years to come, the last with fender-mounted headlights. As something of a sales footnote, in 1962 Chevrolet sold 14,530 Corvettes, of that number, better than half, 8,074 cars were ordered with the optional hardtop.



When the all-new 1963 Corvette Sting Ray was unveiled there were two separate models, the Split Window Coupe, and the Roadster. The sleek, new body styling based on a Bill Mitchell concept car named Mako Shark, lent itself to both versions, but made a spectacular looking convertible.

The Sting Ray's new V8 delivered a rousing 360 horsepower, burying the tach through every gear - zero to 60 in 5.6 seconds, flying through the quarter mile in 14.2 at 102mph, and reaching a terminal velocity of 151mph. Wrote Road & Track after testing an early production model with the 360 engine and 3.70:1 final drive, "As a purely sporting car, the new Corvette will know few peers on road or track. It has proved, in its 'stone-age form,' the master of most production line competitors; in its nice, shiny new concept it ought to be nearly unbeatable." Car and Driver declared the Sting Ray "...second to no other production car in road-holding and still the most powerful."

The 1963 Corvettes brought many new owners into the Chevy family and sales for 1963 came in at an almost even split between the Split Window Coupe at 10,594 and 10,919 Sting Ray Roadsters. So given a choice between one or the other, buyers were almost evenly divided between hardtops and convertibles! One of the reasons, many believe, was the Split Window



Styling had changed very little since 1958 and only minor trim distinguished the first Corvette of the 1960s. Under the hood, cast aluminum cylinder heads were added to the power arsenal. An optional 315-horsepower, 283cid V8 was available with a manual transmission, and an aluminum radiator was offered for the first time with high-lift-cam-equipped engines. (GM Archives)



In 1961 the first major styling changes in several years were introduced: the first use of round taillight lenses and a new tapered look to the rear which would forecast the styling of the all-new 1963 Corvette Sting Rays. (GM Archives)

In 1962, the Corvette reached what many consider to be its high watermark as a true American sports car with the introduction of the 327 small-block V8 offered in 300 horsepower, 340 horsepower, and as a fuel-injected 360-horsepower option adding \$484.20 to the base price of \$4,038. (Bruce Meyer collection photo by Dennis Adler)







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Coupe's split rear window design. Road & Track griped, "Our only complaint about the interior was in the coupe, where all we could see in the rear view mirror was that silly bar splitting the rear window down the middle." Car Life chimed in with, "The bar down the center of the rear window makes it all but impossible to see out via the rear view mirror." And Motor Trend chastised Chevy's hubris with, "The rear window on the coupe is designed more for looks than practicality, and any decent view to the rear will have to be through an exterior side-view mirror."

It has been said that the split window was Bill Mitchell's inspiration, despite the fact that Duntov was against it from the start. If the split window was a battle of wills, Duntov prevailed. In 1964 it was gone. Of course, for the nearly 11,000 Corvette Sting Ray Roadster owners in 1963, it really didn't matter one way or the other.

Five years later the fifth generation Corvette hit the streets to mixed reviews with the first ruthless criticism of the Corvette by the automotive press since the early 1950s. Much of the car's new styling evolved from Bill Mitchell's second Mako Shark concept car. Built in 1965 the Mako Shark II was more than another auto show teaser, it was actually a trial balloon to test public reaction to the Corvette's proposed new shape. Regardless of public reaction (which was good), the plans were already set into motion. Mako Shark II was mostly an exaggerated, pizzazzed-up version of what Mitchell had already intended as a replacement for the aging Corvette Sting Ray introduced in 1963.

Historically, the 1968 model has become one of the most controversial in the Corvette saga. Quipped *Road & Track* in its initial review, "If there's such a thing as a psychedelic car,



The 1967 model year was the last before Chevrolet kicked the Corvette's styling up another notch in 1968. At the top of the list for 1967 was the L71 optioned Roadster packing a 435-horsepower, 427cid V8 under the hood. This Rally Red model features the side mount exhaust system and redline 7.75x15 tires. (photo by Dennis Adler)



Another significant car in the evolution of the Corvette made its debut in 1968. Using design cues from Bill Mitchell's Mako Shark II show car of 1965, the new Sting Ray models sported all-new exterior and interior styling, pop-up hidden headlights, and concealed windshield wipers. The car received mostly negative reviews from the automotive press but consumers followed their hearts and made 1968 the best year up to that time for Corvette sales with 9,936 coupes and 18,630 convertibles being sold. (GM Archives)



Corvette bid farewell to the 1960s with one of the most powerful engine options ever, the L-88, providing 430 horsepower from the big block Mark IV 427cid V8. Only 116 Corvettes were so equipped with the \$1,032.15 option in 1969. (photo by Dennis Adler)

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After an 11-year hiatus, the convertible returned to the Corvette lineup in 1986. To commemorate the car's introduction it was selected as the Official Pace Car for the 70th Indianapolis 500. All 1986 Corvette convertibles were designated as Pace Car replicas, regardless of color, and all came with Indy 500 Pace Car decal packages for dealer or customer installation. (GM Archives)

the 1968 Corvette is it." The magazine concluded by adding, "We wish we could express more enthusiasm for the new model but we feel that the general direction of the changes is away from Sports Car and toward Image and Gadget Car." Other magazines were less charitable! *Car and Driver* ripped its test car from bumper to bumper berating everything from the ash tray to the T-top and finally declared it, "unfit to road test."

Although the pundits hated it and made the 1968 model the worst car in the Corvette's history up to that time, you couldn't have proven it by the public's response. In deference to the opinions of the motoring press,

Americans flocked to their Chevy dealers making 1968 the best sales year since the car was introduced, with 9,936 coupes and 18,630 convertibles being sold. Interestingly, new buyers opted for a convertible almost two to one.

The following year the sales numbers flipped, more coupes sold than convertibles, 22,129 to 16,633. An unrecognized at the time turning point in consumer tastes. Within five years, the convertible would be dead. Well, not dead, just dormant.

By the early 1970s Corvette was facing a competitor unlike any before. Ford and Shelby 289 and 427 Cobras had been tough, but the Federal Government was tougher! Styling became more of a challenge with federally-mandated impact bumpers in front for 1973 and front and rear by 1974. The GM design staff did yeomen work integrating the bumpers into the body and making them look good but 1975 was to be the swan song year for the Corvette convertible. Only 4,629 were produced. There would not be another convertible for more than a decade.

In 1984 a brand new Corvette was publicly introduced, nearly all of the totally restyled and reengineered 1983 models were kept by GM, and ostensibly there was no 1983 Corvette. The 1984 model was the first all-new Corvette in almost 16 years, but it was not available as a convertible.

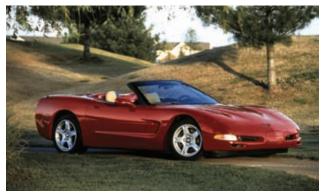


The 1988 Corvette convertible came with a 240-horsepower V8. (photo by Dennis Adler)



Styling changes were subtle for the new decade of the 1990s. The base price for a Corvette convertible was \$37,264, almost \$5,000 more than in 1986. The standard engine delivered 245 horsepower, and a 6-speed manual transmission was optional. The luggage rack was an additional \$140. (photo by Dennis Adler for Chevrolet Public Relations)

Inset: For 1990 Chevrolet delivered 7,630 convertibles, of which 2,371 were ordered with the optional removable hardtop. (photo by Dennis Adler for Chevrolet Public Relations)



By 1998 the Corvette convertible was one of the hottest looking American sports cars in history. (GM Photographic)

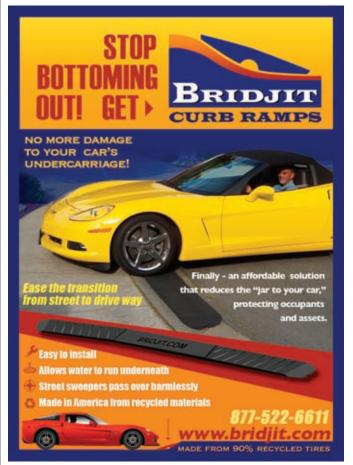


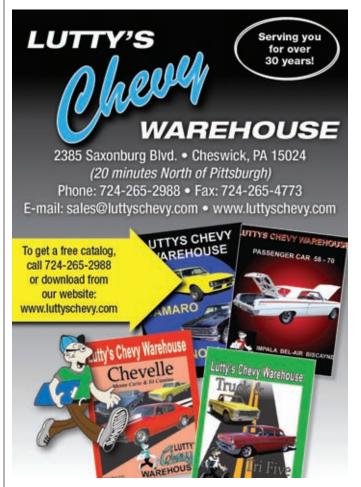
The 1,500,000th Corvette built this past May 28, was a 2009 convertible. The car is shown here with employees at the Bowling Green, KY assembly plant. (GM Photographic)

Folks were just getting used to the Corvette's then revolutionary design and engineering, and Chevy hadn't yet figured out how to package it with a convertible body. There are certain sacrifices made when you cut the top off a car. When it is a sports car, the consequences to structural integrity can be significant. GM was not willing to make that sacrifice. In fact, the company waited until 1986 to bring out a new Corvette convertible. When they did, it was with great fanfare. Chevrolet celebrated the event with the new convertible being chosen as the 1986 Indianapolis 500 Pace Car. It was the beginning of another long road from which Chevrolet has not wavered in 23 years. And the outlook, however challenging for General Motors in the 21st century, is one where the Corvette remains America's sports car, with exciting new models for 2010. Harley Earl, Bill Mitchell, and Zora Arkus-Duntov would be impressed.



Continuing a legend that is now 57-years old, the new 2010 Grand Sport combines the Corvette's LS3-based powertrain with unique, wide-body styling and a racing-bred suspension for a distinctive model that will deliver a great balance of road and race track performance. It is offered in both coupe and convertible body styles, with either a six-speed manual or sixspeed automatic transmission. The LS3 6.2L engine is rated at 430 horsepower and 424 lb.-ft. of torque with the standard exhaust system. An optional two-mode exhaust system elevates the power ratings to 436 horses and 428 lb.-ft. The Grand Sport replaces the Corvette's previous Z51 package and brings a greater degree of handling performance, with wider wheels and tires; revised shock, stabilizer bar and spring specifications; and specific gearing. The equipment enables cornering capability of 1.0 g, as well as a 0.2-second improvement in 0-60 acceleration vs. standard LS3-powered models. (GM Photographic)





1941

Oldsmobile Series 68 Station Wagon

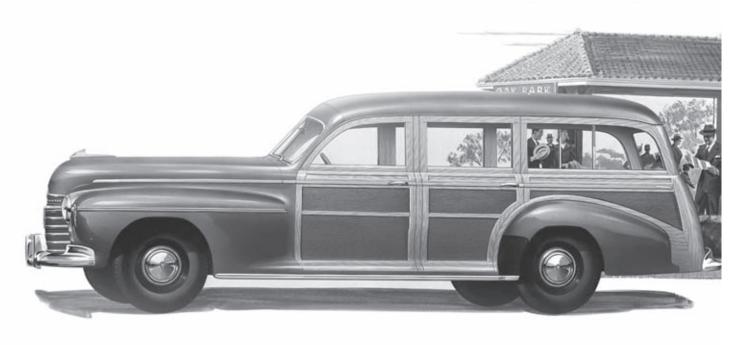
There's a Reason They Called Them Land Yachts

By **Dennis Adler**





Wood is perhaps the most versatile and enduring medium in automotive history.



Above: 1941 Oldsmobile publicity photo for the standard 1941 Hercules bodied station wagon. (GM Archives)

Previous page: Measuring 202 inches in length and weighing 3,709 pounds, the 1941 Oldsmobile Series 68 station wagon was no lightweight. The wood framing, door panels and interior made the cars 400 pounds heavier than an Olds sedan.

f all the materials used by man over the last two thousand odd years, barely 6.2 percent of which has been taken up with the invention and evolution of the automobile, only one manufacturing medium taken directly from nature has remained in use since the 1880s. Wood.[1]

Wood is perhaps the most versatile and enduring medium in automotive history. It was used by Carl Benz to build the platform for his 1886 Patent Motorwagen; it has been used for everything from the frames of Morgan sports cars and wooden spoke artillery wheels, to the fine ash structures beneath classic era coachwork and finest handcrafted veneers for Rolls-Royce instrument panels. For the better part of the 20th century it was also used on delivery truck and pickup truck beds, and for one shining period the beautifully handcrafted exterior and interior panels of station wagons.

[1] Oil, steel and rubber are all derived from nature but require refining.



Among Detroit's Big Three, Packard, and several other American marques in the 1930s and 1940s, wood-sided station wagons ranked among the most expensive and stylish models in the product lineup. Cadillac, LaSalle, and even Rolls-Royce, had the occasional coachbuilt station wagon body or shooting brake as they called it in England. Long Island coachbuilder J. T. Cantrell manufactured station wagon bodies for Cadillac and LaSalle chassis, the latter as early as 1929.

The majority of bodies were not actually built by the automakers, but supplied by outside coachbuilders such as J. T. Cantrell, which had been in business since the early 1910s in Huntington, New York. Cantrell built commercial bodies and station wagons, the latter for Ford and the Dodge Bros., and also produced station wagon bodies for Chevrolet and Studebaker in the early 1940s.

Other well-known makers were Mid-State Body, U.S. Body and Forging, Pekin Wood Products (a subsidiary of Chrysler Corporation which produced the white ash and mahogany panels for Chrysler's Town & Country line), Ypsilanti Furniture Co. in Michigan, and Hercules Body Co. in Indiana.

General Motors had most of their station wagon coachwork done outside, chiefly by Ypsilanti, makers of the Ionia body, and by Hercules. Cantrell also produced several stunning custom Estate Wagons for Cadillac in 1941, and GM's Fisher Body Division had a brief tenure assembling Chevrolet, Oldsmobile and Pontiac station wagons, but

Wood-sided station wagons were elegant looking cars, "Estate Cars" as they were often called in Europe, where wood-sided "shooting brakes" (British for station wagon) could even be had on a Rolls-Royce chassis. Oldsmobile only produced 740 in 1941 in both the Series 66 and 68 models.

In 1941 GM had its wood-sided bodies built by Ionia (Ypsilanti Furniture), in Michigan, and by Hercules in Evansville, Indiana. The model shown is a Hercules body.



Bodies for 1941 Olds station wagons were built by both Ionia and Hercules. This example bears the Hercules emblem on the driver's seat framework.

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Hercules eventually became the principal builder before World War II.

The Hercules Body Co., established in Evansville, Indiana, in 1905, made its first big mark with the 1915 "slip on" commercial wooden body for the Ford Model T chassis. Originally sold through the Sears & Roebuck, Co. catalog, "business bodies" for Ford and other chassis helped make Hercules the largest builder of truck and commercial coachwork in the world by 1921. In 1940, along with J. T. Cantrell, Hercules Body Co. was manufacturing custom station wagon bodies for Packard. Hercules took over the contract that same year to build the One-Ten and One-Twenty station wagons and at the same time began (late 1939) contracting bodies for General Motors' Chevrolet, Oldsmobile and Pontiac Divisions. Since all three GM margues utilized the same bodywork, GM split its station wagon manufacturing between J. T. Cantrell, Hercules and Ionia (Ypsilanti Furniture).

Buick added a wood-sided station wagon to its line in 1940 and both Ionia and Hercules supplied them with coachwork for the Model 59 wagon. The Hercules-bodied cars remained popular through early 1942 when all production was halted in order to convert the factory over to wartime manufacturing.

In the early postwar era, when wood-siding became an inspiration for more than station wagons, Ionia became General Motors main supplier of bodies, although Hercules supplied Oldsmobile and Buick with a few in 1946-47.

The one exception to outside sourcing, ironically, became Ford Motor Company, which owned a timber mill in Iron Mountain, Michigan, and went on to manufacture its own coachwork for the Ford and Mercury station wagons (before the war) and stylish Ford and Mercury Sportsman convertibles in the late 1940s.

The workmanship and time that went into the assembly of these automobiles truly defied reason. One need only look at the reproduced copy of the Hercules parts diagram for GM station wagon bodies pictured in this article to be in awe of the laborious construction required, inside and out. As a result, the retail price for wood-sided station wagons was significantly greater than similar steel-bodied models. They were also more expensive to repair and equally perplexing to maintain.





Olds station wagons had cavernous interiors with three rows of seating and one of the most beautifully designed all-wood headliners of any American made car. Wood was used throughout the interior for the door frames and inside panels. It was like riding inside a Chris Craft Runabout.



The 1941 Olds models featured an all-new dash panel with full instrumentation housed in an elongated single fascia, balanced by a similar panel on the passenger side containing the 30-hour panel clock. Most were equipped with a column-mounted 3-speed manual transmission.





There was room for as many as eight passengers plus luggage behind the third row seat. The tailgate was divided, with the top half opening upward to allow an easy reach inside and the bottom folding down to provide a loading shelf, or just a place to sit.

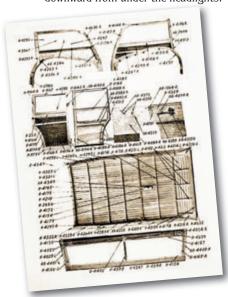




The wood structure for the station wagons was produced by Ionia and Hercules (for GM) and shipped to the appropriate assembly plant for fitting to the frame. The wood portions of the body, like this 1941 Hercules station wagon were all handcrafted.

The beautiful Hercules-bodied 1941 Oldsmobile 68 station wagon pictured is a rare car today among pre- and postwar woody wagons.

The '41 Olds grille was a beautiful design accented with bumper guards, an optional grille guard, parking lights, and beautifully contrasting vertical waterfall side grilles extending downward from under the headlights.





In case you thought making a woody station wagon was just doors and side paneling, take a look at this Hercules parts sheet for a 1941 GM body!

The notion of calling them land yachts was less of a compliment than it was a forewarning about the care these cars would demand from their owners in the future.

Oldsmobile first showed a wood-sided station wagon in 1935, though none were listed in sales literature that year. In fact, none were cataloged until the 1940 model year and only on the Series 60 chassis. Only 633 were built that year featuring handsome white ash framework on the exterior with birch panels. Bodied by Hercules, the retail price was a hefty \$1,275. By comparison, the Series 90 four-door touring sedan sold for \$1,075. Most Oldsmobile models were in the \$800 to \$900 price range in 1940.

For 1941 the station wagon was offered in the Series 66 and Series 68 with bodies built by Ionia and Hercules. The beautiful Hercules-bodied 1941 Oldsmobile 68 station wagon pictured is a rare car today among pre- and postwar woody wagons. Oldsmobile only produced approximately 740 station wagons in both the 6-cylinder Series 66 Special (609) and straight-eight Series 68 Special (96) in 1941, with a base price starting at \$1,104 for the Series 66. The 8-cylinder Series 68 listed for \$1,146.

The Series 68 station wagon was built atop a 118³/₄ inch wheelbase with a 58-inch front and 62¹/₂ inch rear tread width, and overall length of 202 inches. The car pictured has a few of Olds' 1941 options including skirted rear fenders, white sidewall tires, wheel trim rings, a front bumper rail, and a flared exhaust tip extension.

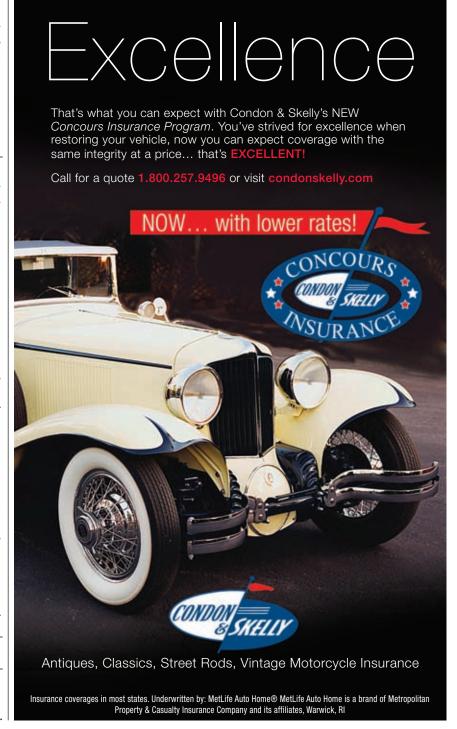
Under the Series 68's hood was Oldsmobile's new L-head straight eight engine displacing 257.2 cubic inches and delivering 110 horsepower through a 3-speed selective column shift manual transmission.

Inside, driver and passengers found a cavernous interior with three rows of seating; a copious amount of wood trim, from the all wood headliner to the door panels, and enough room for the whole family and probably the family next door. There was room for as many as eight passengers plus luggage behind the third row seat.

The tailgate was divided, with the top half opening upward to allow an easy reach inside and the bottom folding down to provide a loading shelf, or just a place to sit.

Oldsmobile color choices in 1941 were red (as shown), two different shades of blue, a light brown called sand, two tones of gray, a deep green, brown, and black. Red seems to have been a popular choice for the station wagons.

Wood aside; there were a number of 1941 Olds styling cues that helped set the cars off from other GM brands. The '41 Olds grille was a beautiful design accented with bumper guards, an optional grille guard, parking lights, and beautifully contrasting vertical waterfall side grilles extending downward from under the headlights. Everything, of course, was chromed.



The optional rear fender skirts with Oldsmobile crests at their center and a continuation of the fender's chrome trim, added style and the visual effect of length to the car's rear quarters. Only a single taillight was used on the left rear of the station wagon's lower tailgate panel. It was designed to cantilever 45 degrees when the gate was lowered so the taillight and attached license plate carrier would still be facing rearward if the car was driven with the tailgate down.

Inside, the driver faced an all-new dash panel design for 1941 with full instrumentation housed in an elongated single fascia, balanced by a similar panel on the passenger side containing the 30-hour panel clock. If there was anything awkward about driving the Olds 68 station wagon it was the column-mounted shifter, but that was actually de rigueur for the period. Olds did offer the HydraMatic transmission but not many folks in 1941 ordered the \$57 option.

The handsomely restored example pictured is from the Gene and Marlene Epstein collection in Newtown, PA. Gene purchased the car about eight years ago from noted collector Charles Cawley. He had acquired it from someone in New Jersey in exchange for a 1956 Packard Caribbean Convertible. Gene says the 1941 Olds was supposedly owned by the head of the Oldsmobile club before Cawley took possession and it won numerous national first AACA, plus Oldsmobile Club and Best Woody and featured car at the New Hope Auto Show. Tipping the scales at a hefty 3,790 pounds the wagon weighs 400 pounds more than a '41 Olds sedan. With its independent front and solid axle rear suspension, Epstein says the car drives like a dream and handles pretty well for its size. The straight eight also delivers all the power needed to make this 1941 land yacht suitable for a 21st century cruise down Main Street.

Our special thanks to Gene and Marlene Epstein and to David Wright for helping set up our location shoot.



It wasn't as pretty under the hood, but in 1941 Oldsmobile offered a 257cid straight eight in the Series 68. The step up from the Series 66 six-cylinder engine was \$42, and for that amount you got 110 instead of 100 horsepower.

Standard equipment tires for 1941 were black, but white sidewalls were optional and added to the stylish appearance of the station wagons.

Tires were 6.50x16 4-ply.





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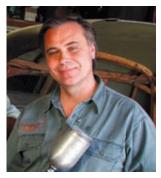






Restoration Corner

By Jeff Shade



Getting a Charge Out of Your Alternator

How your alternator works and troubleshooting tips

ll of us at one time or another have slid behind the wheel of our classic, turned the key or hit the starter button and – NOTHING! Nuts - maybe it's a dead battery or possibly a faulty starter. If you've got a manual transmission and a hill, you can roll the car down the grade, pop the clutch, and bring it to life if everything else is in order. You can also jump start it from another battery or use one of those handy portable battery boxes found in most auto parts stores these days. It's happened to the best of us. The good news is that you can prevent this scenario, or reduce the chance of it happening greatly, if you understand your car's charging system.

The most common reason your car's battery loses its charge is from lack of use. Many of us don't drive our collector vehicles often enough or long enough for the old original-equipment generator to replenish the battery's charge. The blame can't be totally laid on the pampered life our cars live in retirement, but rather the inefficiency of your car's old generator. Generators do a good job of keeping your battery

charged during longer distance highway driving, but a very poor job on shorter jaunts, which is what most of us use our collector cars for. You could take a weekly 100-mile cruise, but that's just not practical. There is another answer however – replace your old generator with a more efficient alternator. Since an alternator produces just as much energy at lower speeds as a generator does at high speeds, using an alternator will help keep your battery at full charge in spite of the occasional driving to a cruise, car show, or just Saturday morning coffee. Now I know an alternator wouldn't be factorycorrect for older, generator equipped

cars, but you could save the generator and bolt it back on for serious shows or for the next owner who may want the vehicle to be totally period-correct. If you have an older six-volt system, there are even six-volt alternators available from several sources including the original inventor and supplier, Randy Rundle at Fifth Avenue Antique Auto Parts. Randy also carries alternators for 12-volt applications as well as mounting brackets and related supplies. He's been specializing in this area since 1987, so he's seen it all and is a great source of tech advice.

The alternator began appearing in cars in the early '60s. It greatly improved the ability to maintain the battery's charge and run electrical accessories at all speeds.



Questions to ask when shopping for a six-volt alternator

- 1. Ask what its amp rating is. If you've converted an alternator to run on six volts, chances are, it will only put out half the amps of a twelve-volt alternator. If that's the case, you won't gain much in charging output. The six-volt alternator from Fifth Avenue Parts is tested at a full 70 amps in six-volt operation.
- **2.** Ask what its voltage output is. Most six-volt conversions are rated at 6.5 volts not enough to keep up with the battery. Keeping the battery fresh will require at least 7.5 volts.
- **3.** If the alternator is a single wire unit, ask how it shuts off. You'll discover that you may need to install a new ignition switch with an accessory pole or a separate under-dash on-off switch to keep the alternator from feeding current to the ignition circuit after the engine is shut off. Fifth Avenue alternators avoid this problem with a two-wire circuit.

Alternator history and how it works

Chrylser was first, introducing this new charging system using their latest development, the alternator, back in 1961. Chevrolet had them in some cars by 1962, and Ford introduced it in their full-size cars in 1963. The alternator was both a good and bad thing for the industry. Because of a lack of training for mechanics on this new invention, every unexplained malady was blamed on the new alternator. If a tail-



There are even alternators available today for cars that run on 6 volts. This unit is from Fifth Avenue Antique Auto Parts.

light bulb burned out, it was this darned alternator thing. The alternator also eliminated a profit-center for garages – the periodic replacement of generator brushes and turning of the commutator. On the positive side, the alternator produced more electricity at lower speeds, was more efficient in recharging the battery, weighed half as much, and was smaller in size.

The alternator uses spinning magnetic fields to induce voltage in field windings rectifying the output via solid-state diodes. By contrast, the generator works like an electric motor in that it utilizes a stationary magnetic field inducing voltage output from an armature spinning within the field. It's output is rectified using brushes. As cars became equipped with more voltage-hungry accessories, the generator was found to be incapable of maintaining enough voltage to supply these accessories, especially at idle - thus, the introduction of the smaller, lighter, more efficient alternator.



A diode is sort of a one-way check valve allowing current to flow in one direction only. Diodes convert AC current (which is what the alternator produces) into DC current (which the car uses). AC current is bi-directional meaning it flows in two directions, whereas DC current flows in only one direction, which automotive electrical systems are designed to use. There are actually a set of six diodes called a "rectifier bridge" in today's alternators, because one diode can't capture all the alternator's output. Only one diode would create a pulsing DC output instead of the steady DC output that the car needs and that a rectifier bridge provides.

C2SF-10505-B REGULATOR 15 V FONCO NEG. 40 A FONCO GRD.

Voltage regulators for early alternator equipped cars were separate units like this one. The newer breed is incorporated into the alternator.

Voltage Regulator

If the alternator were left to itself, the alternator output voltage would rise and fall depending on the speed of the spinning magnetic field within. Since enough voltage must be generated at low speeds to charge the battery and operate electrical accessories, this voltage, if unregulated at higher speeds, would overcharge the battery and damage the accessories. This is the job of the voltage regulator. It causes the

alternator to maintain a preset, steady charging voltage. The voltage regulator increases or decreases the current flow to the field windings based on the alternator RPM and electrical system load (how much stuff you've got turned on). In early alternator-equipped cars, the voltage regulator was a separately mounted unit. On more modern alternators, the voltage regulator is incorporated and can often be found on the rear of the unit. The voltage regulator is a small, dependable, solid-state device which contains no moving parts. In the rare case it becomes defective, it is not serviceable and is simply replaced.



Should your voltmeter be analog or digital? The analog type on the left can be tricky to read and is prone to calibrations errors if dropped. The digital type is more durable and idiot-proof.

Learning to work with a digital multimeter

The most useful tool you can have in your arsenal for working with automotive electrics is a multimeter. If you own a British car with Lucas electrics, this tool will be a necessity!

The multimeter will allow you to find loose or corroded connections, troubleshoot a starter, or figure out why that same fuse keeps blowing over and over again. Being that a decent one only costs about \$20 these days, it's a very good investment. Multimeters come in two basic flavors – digital and analog. If you're going to purchase a multimeter, I

suggest a digital one. Digital meters show a clear, easily-readable, accurate liquid crystal display. Analog meters use a needle and a fixed, numbered scale to display readings. Analog meters are harder to read because it's difficult to line up the needle with the numbers on the meter's face, resulting in mistakes. If you drop an analog meter, it can cause it to give inaccurate readings without you knowing it. A digital can take a bit more abuse. If the LCD display still shows, it's probably OK.

Multimeters are called that because they can read a variety of things – volts, ohms (resistance), continuity, etc. The majority of multimeters today use auto-ranging to sense input levels and display accurate readings. If you already have a meter and it's not auto-ranging, you know you have to choose the correct scale to read volts or ohms. For example, if you're checking your battery's voltage, you would need to switch to the 0-20V scale, which allows the meter to read between 0 and 20 volts. Most digital multimeters will read AC and DC volts ranging from millivolts (1/1000th of a volt) to 500 volts. Another useful function is the continuity check feature. It is useful in finding broken connections or shorts in wiring. When the leads are touched together in this mode, the meter will emit a beep or solid tone. Just place a probe at one end of a circuit and the other probe at the other end, and if it beeps, you've got continuity or electrical flow. If it doesn't, there's a break in the wiring or connection somewhere.

Troubleshooting your alternator and battery

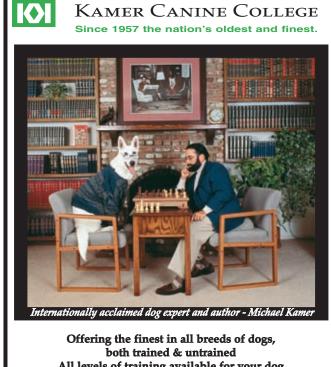
Testing your alternator is a relatively straight-forward task. First thing is to make sure the fan belt running the alternator is OK. Be sure it fits in the pulley's groove correctly and doesn't touch the bottom of the groove. The belt gets maximum traction when the sides of the belt are pushed into the sides of the pulley as load is applied. Another good method of testing the belt is to try to turn the alternator pulley. If the belt turns inside it, the belt is too loose or has become too slick and can't get enough traction. Next, check belt deflection – the amount of slack in the belt between pulleys. Press down on the belt with your thumb. If should flex about a half to one inch. If it's more, the alternator needs to be adjusted on it's bracket to take up the slack. Don't over-tighten the belt as that can cause bearing failure.

Next up is the battery. Before testing the alternator, we need to know if the battery is up to par. The alternator must have current from the battery before it can start charging. If you try to load-test an alternator with a rundown battery, the output of the alternator will be lower than normal. The first test on the battery is an open-circuit test. Make sure the car is turned off and all accessories are off. With your multimeter set to test 0 to 20 volts, place the black probe on the negative post of the battery and the red probe on the positive. It should read between 12.5 and 12.8 volts. If it's lower, you need to charge the battery before moving on to the next step.

Now, test the battery under load. Turn on every accessory and light you can think of including air conditioning. At the end of 30 seconds, check the voltage again at the battery while everything is still running. You need to see at least 10 volts. If it's less, check the battery again and replace or recharge it as needed.

Testing the alternator output

Once the battery passes muster, it's time to check the output of the alternator. It's important to wear safety glasses and keep clear of moving components such as the fan.



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Voltage in a properly charged battery while not under load should be just over 12 volts.

It goes without saying, although I will. Don't run the car in an enclosed space. Also, make sure it's in park and the emergency brake is on.

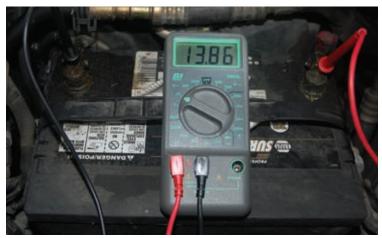
Connect the leads of the multimeter to the battery again. Start the car making sure any wires and your appendages are clear of any moving parts of the car. After the car is running, check the voltage again. It should now read higher - 13 to 14-plus volts. Now, with the leads still connected and the car running, turn on all your accessories again. The voltage will drop at first, but should return to the 13 to 14 volts quickly if your alternator is working properly. Now, shut off the engine. The voltage should return to the 12-volt range again. If it appears that your alternator is malfunctioning, you should check the connections on the back of the alternator to make sure they're making good contact. You can also check the connection between the battery and the alternator with a simple test light by connecting one end to the negative post of the battery and the other end to the power post on the back of the alternator. If the light doesn't glow, there's a break in the circuit.

NEVER disconnect the battery while the engine is running. The alternator, as was mentioned earlier, produces hundreds of short-duration pulses per second. Without the battery acting as a "flywheel", these high-voltage pulses can damage solid state devices in the car.

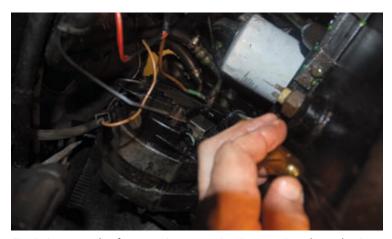
Alternators, as far as I'm concerned, are to be replaced rather than repaired. With the sources available these days, it's not hard to find a suitable replacement at a reasonable price. So go ahead, replace that old generator with an alternator. I guarantee you'll get more of a "charge" out driving your classic.

For comments, contact me at jshade@carcollector.com.

Good luck with your restoration.



With the engine running and a properly working alternator, the voltage should increase to the 13 to 14 volt range.



Check the connection from your battery to the alternator by using a simple test light. If it glows, your're good-to-go.



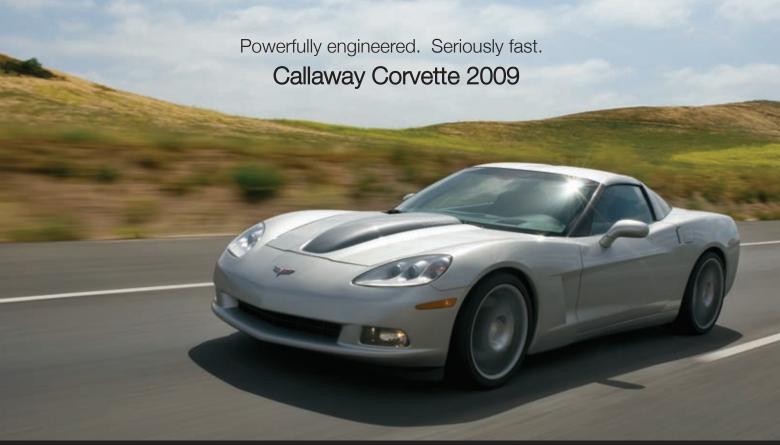
Proper fan belt tension should be between one-half and one inch to properly turn the alternator.

Sources;

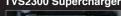
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The Contested Corvette

Was There A Valid Gift?

n Dante Alighieri's masterpiece, *The Divine Comedy* (c. 1310-1320), he writes (as translated): "The greatest gift ... was the freedom of the will, with which the creatures with intelligence, they all and they alone, were and are endowed."

The law seeks, when appropriate, to honor and follow the free will of an individual (to the extent ascertainable), in a variety of contexts including gifts of property during one's lifetime and bequests to be implemented thereafter.

An analysis of such considerations in a situation involving a collector car was provided in *Heaphy v. Ogle*, decided on November 14, 2008 by the Court of Appeals of Indiana.

According to the Court, Stuart Terry owned a 1957 Chevrolet Corvette. On June 12, 2007, Terry, who was very ill, executed a will, leaving all of his property to his daughters, Vicki Heaphy and Patty Terry. The will named Randy Ogle, Terry's nephew, as the executor.

Terry died on August 8, 2007.

Terry's will was offered and admitted to probate in the LaPorte Circuit Court on August 16, 2007. On that day, the trial court appointed Ogle as the personal representative of Terry's estate. On November 27, 2007, the trial court ordered that an inventory and accounting of the estate be filed on or before December 7, 2007.

On December 5, 2007, Ogle, as the personal representative of Terry's estate, filed a petition to determine the ownership of the Corvette. Ogle alleged that "[s]even to 10 days before his death," Terry signed and delivered the Corvette's title to Ogle, with the intent to gift the Corvette to him.

At a hearing on Ogle's petition, based on the evidence presented, the trial court found that the delivery of the title to Ogle constituted a gift. Thus, the Corvette was the personal property of Ogle and was not an asset of Terry's estate.

Heaphy appealed.

The Court of Appeals affirmed the ruling for Ogle.

"An inter vivos [from one living person to another] gift 'is one by which the donee [recipient] becomes in the lifetime of the donor the absolute owner of the thing given.' . . . A valid inter vivos gift occurs when: '(1) the donor intends to make a gift; (2) the gift is completed with nothing left undone; (3) the property is delivered by the donor and accepted by the

donee; and (4) the gift is immediate and absolute.... The donor must intend to part irrevocably with absolute title and control of the thing given at the time of making the gift."

"'Delivery is an indispensable requirement without which a gift fails, regardless of the consequences.' . . . Title does not pass to the donee if there is no delivery. . . . However, 'it is not necessary that there should always be a manual transfer of the thing given. . . . It will be sufficient if the delivery be as complete as the thing and the circumstances of the parties will permit."

"In this case, Ogle testified that Terry signed and delivered the Corvette's title to him prior to Terry's death. Ogle believed that Terry wanted him to finish restoring the Corvette. Heaphy testified that she was present during this transaction. [Hospice nurse Kendra] Hogan testified that she witnessed Terry hand a title to Ogle after he appeared to sign it."

"Given the evidence, we cannot say the trial court's finding that Terry made an inter vivos gift to Ogle is clearly erroneous."

The Court of Appeals also rejected Heaphy's claim "that Ogle breached his fiduciary duty as personal representative 'by delaying his claim of the inter vivos gift until after the death of [Terry] when the heirs can no longer confirm or corroborate the alleged gift" and her claim that therefore "Ogle 'holds the Corvette and title in trust for the distributees of the estate."

"Heaphy's argument that Ogle's fiduciary duty as executor arose prior to Terry's death fails. 'It cannot be heard to be said that the testator's naming of an Executor under his will in and of itself clothes the Executor with any rights, duties or powers.'... Rather, [i]t is only when the will has been duly probated in a court of competent jurisdiction and the designated Executor appears and has the requisite qualifications under our statute and then qualifies as such Executor by taking and subscribing to his oath as such... that the named Executor becomes the Executor in fact and is an officer of the court and has the responsibility of caring for the assets of the estate along with the other attendant responsibilities."

"We therefore cannot say that Ogle breached his fiduciary duty to the estate by not claiming the Corvette as a gift prior to Terry's death."

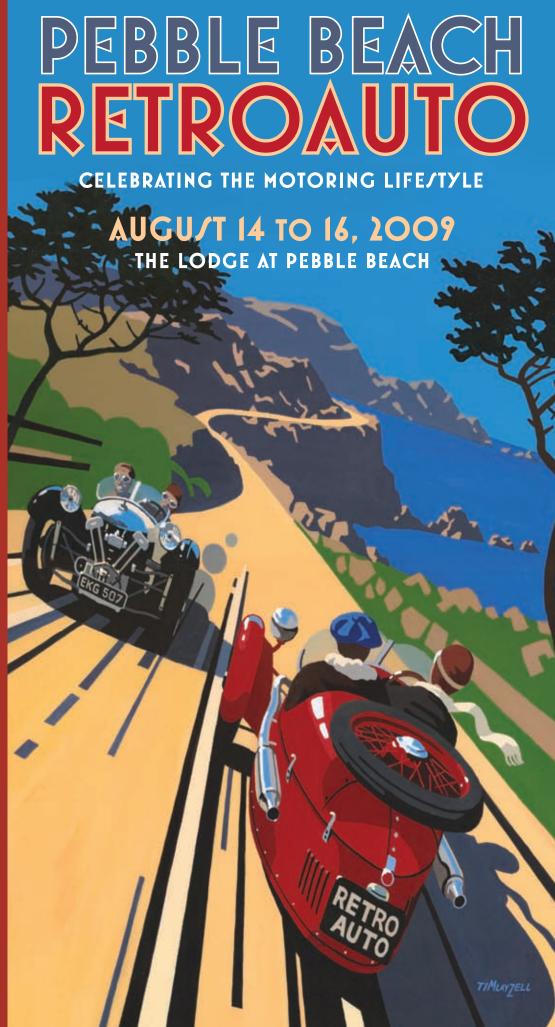
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Number 2

t has sometimes been said that if cars could talk we'd hear some wonderful stories. Such is the case with old number 2, a racecar from the old school. It was recently found abandoned far in the woods and hauled out for display at a local body shop.

Number 2 represents more than just an old racecar. Long before the shinny NASCAR haulers and multimillion dollar contracts, there was a time when racing involved little more than a few good friends, a pick-up truck, and a longing for the checkered flag. Racing was simple back then; young men like Junior Johnson and Fireball Roberts cut their teeth running moonshine and racing on old the dirt tracks. Sometimes they even prepped the racecars by simply removing the hubcaps and cutting off the muffler of their family Oldsmobile or Buick, then



heading out to the track. The spectacle we know as racing today is a far cry from the formative years of the sport, but old number 2 gives us a glimpse of what it used to be like. A few speed parts, a roll bar, and a hand painted number was all it took to grab the action under the weekend lights.

We know very little about number 2 except that it looks like a 1941 Ford and it most likely ran on a number of the local short tracks that dotted the New England area before the shopping malls

took over. We also know that it was driven by "Smokey Joe," whoever that may be. Those of us that are old enough to remember those Friday and Saturday nights at the local track can easily recall the excitement as the local boys fought it out to the finish line. As for old number 2, its fighting days are long over. It now sits as a testimony to a time when racing was simple. Perhaps it's true; old racecars never die, they just fade away. We'll see you next month, somewhere along the road.

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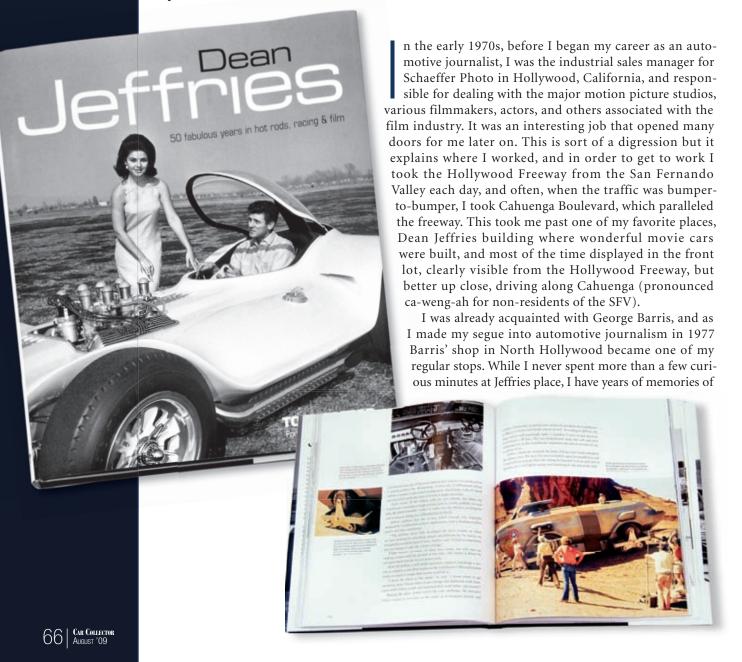
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Autobiographies Book Reviews by Dennis Adler

Dean Jeffries – 50 Fabulous Years in Hot Rods, Racing & Film By **Tom Cotter**



fantastic vehicles seen parked in front, the greatest of which was the Landmaster, an immense, futuristic, all-terrain, 12-wheel-drive battle tank built for the 1977 sci-fi epic *Damnation Alley* starring George Peppard and Jan-Michael Vincent. For years after the film, the Landmaster sat out in front of Jeffries Automotive Styling until it was sold to a collector. It was one of many incredible vehicles that everyone could see by simply driving past. It wasn't so much a first impression as it was Dean Jeffries' calling card. This is where you went for the impossible. The Landmaster was more than a film prop, it actually worked!

Popular author Tom Cotter, *The Cobra in the Barn*; *The Hemi in the Barn*; and co-author of the award-winning book on the Holman-Moody race team, Cotter builds an entertaining and fact-filled tale about one of Hollywood's most remarkable car builders. That's the reputation Jeffries, now in his seventies, created for himself. But long before that he was a 1950's hot rodder.

As Cotter reveals in his interviews with Jeffries, Dean started out as a very talented young "hand striper and paint impressionist," as his first employer, George Barris, wrote in a late 1950's news release. At the time Barris was working out of his shop in Lynwood, and he set Jeffries up in the building next door.

Cotter takes readers from those early days with Barris (it was Jeffries who painted number 130 and "Little Bastard" on the back of James Dean's ill-fated Porsche 550 Spyder), through Jeffries entire career, from pin striping cars that graced the covers of *Hot Rod* and other publications to building incredible

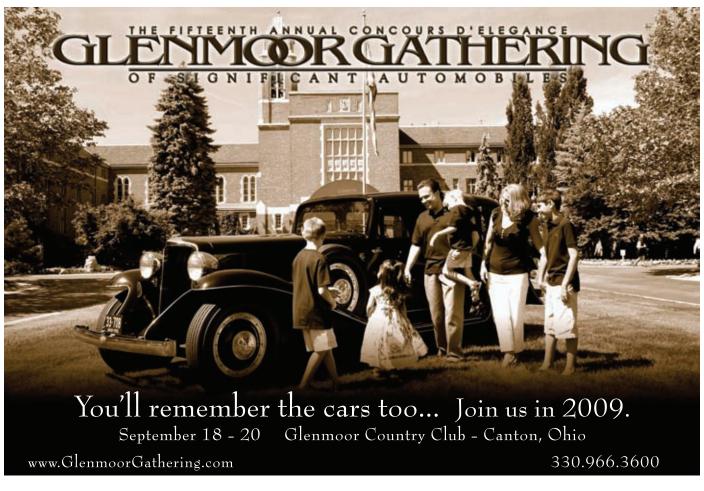
hot rods on his own and eventually establishing himself as one of Hollywood's legendary movie car fabricators.

Along the way Cotter mixes his delightful narrative with over 200 archival images from Jeffries' personal files, movie stills and location photos, making this both a literary and visual treat. Featured are some of Jeffries' legendary hot rods, Dune Buggies, racecars, and movie cars; the Green Hornet's Black Beauty, cars from *Logan's Run*, Michael Douglas' "Little Mule" Ford Bronco from *Romancing the Stone* (where Jeffries doubled for Douglas in the stunt driving shots), and the Monkeemobile, one of several customs that created a rift between Jeffries and Barris. This is a sensitive topic Cotter takes to task, revealing Jeffries' feeling about a man he says he looked up to as a father.

As my friend and well-known car collector Bruce Meyer writes in the book's Foreword, "The list of clients and fans that congregated at his Hollywood shop included James Garner, Steve McQueen, Elvis, and Jayne Mansfield, to name a few. He designed and painted Lance Reventlow's Scarabs, as well as Carroll Shelby's first Cobra prototype. It you wanted it done right, you went to Dean.

"Dean's life is a love story, highlighted by his great love and dedication to his wife, Rosalie, and the love he has for his close friends. He's never been about self publicity—just doing a job to the highest standards."

By the last page you come to understand that this is far more than a car book, or a story about building movie cars, this is a look inside the life of an automotive legend.





The crossover built to compete with the imports









his year we have really focused our attention on GM and many of their products, usually giving them glowing reviews which they rightfully deserve. In the case of the 2009 Chevy Traverse I'm left feeling short changed. If you remove the marque badges and place the vehicle 50 yards away, you could not possibly identify it, and what's worse, with the badges on its easily mistaken for any other GM model on the same platform. Is it a Chevy, a Buick, perhaps a Pontiac, or a GMC? It's like jelly beans in a bowl. Pick a color.

GM claims it's everything you ever wished for and then some. Perhaps the PR group needs to step outside the corporate world, or at least into a crowded parking lot. My guess is they may be shocked at how this vehicle will be perceived. Perhaps their goal is to hit the masses on brand alone and not make an impression on true car guys. What really set me off is I'm a loyal GM fan and continue to buy their brand and believe in GM's ability to produce and sell top quality products. But for me this really crossed the line, or should I say traversed it. I'm not sure others will share my sentiment but for those who know me, I continually complain about so many cars looking alike that you can't tell a Chevy from a Hyundai. If I'm missing the point of the Traverse, I'm sure one of our loyal readers will write in and set the record straight.

The saving grace to my negative comments is that outside of the outside it's a very good, all around, purposeful vehicle, if identity isn't a mitigating factor for making a purchase. I fully understand the idea behind crossovers, it is to offer the consumer a product that is somewhere between a minivan, an SUV and a station wagon. At GM, that combination only brings one word to mind...Aztek, a GM vehicle so wrong that it became the poster child for General Motor's sometimes astonishing absence of fore-

thought in design. The Traverse seems to have dodged the ugly stick and if an unassuming, plain vanilla vehicle with basic features does the job, then this car is for you.

Once you get past the plain wrapper exterior and step inside, you'll find that the Traverse is comfortable, equipped with easy to see and use gauges and dials all nicely accented in chrome. Like many crossover vehicles and SUVs there is third row seating. This addition can be cumbersome but on the Traverse I actually found it to be easily accessible thanks to the sliding second row seats. The Traverse comes in three versions, the LS, LT and LTZ, all equipped with the direct-injection V6 from the Cadillac CTS, which is a big plus for this vehicle. The 3.6-liter engine produces 288 horsepower and 270 lb-ft of torque; both respectable figures for a vehicle in this class. The 2009 Traverse rides and accelerates very well and makes motoring around town or on the highway pleasurable. Handling is crisp, and I always felt in control and confident when maneuvering over winding roads, as well as in some hazardous weather conditions like a torrential Florida rainstorm. The big 20-inch wheels and tires, coupled with a well refined suspension package helped me maneuver through road imperfections and remind me just how far we have come in creating a confident driving experience at a reasonable price.

For the record, my opening remarks were extremely critical of a copycat design, but GM continues to remind us that they are building quality vehicles and the overall operation and functionality of the 2009 Traverse, in my opinion, is equal to, or in some cases better than many of the competitive imports. This is the real deal with safety features such as airbags, ABS brakes, and did I mention good fuel economy, it's all here. This is why GM, although struggling in today's economy, has been around for over 100 years and hopefully has many good years ahead.

So what future does this crossover vehicle have as a future collectible, or any crossover for that matter? I sincerely doubt any, but the Traverse and its counterparts offer great utility and value for today's families, and the reliability that GM is known for delivering. I would go even further out on a limb and predict a strong resale market for the 2009 Traverse. This vehicle will serve its owner(s) well over many years of service much like my first generation Dodge Durango continues to serve my needs 12 years to the date from the day we purchased it.

Maybe when General Motors gets some extra R&D money (and it may be awhile), they can get back to better differentiating between brands. Although, I think I might have said that back in the 1980s when badge engineering first started to pull the skids out from under GM. What's that they say? "The more things change, the more they stay the same."





There's No Need to Bail Out the Collector Car Market

espite the worst financial and economic situation in recent memory and new car markets with unit sales that have fallen to well below replacement volumes the collector car market is rolling along.

That doesn't mean it is exuberant, nor that sales and prices are expanding, but it does mean that significant volumes of collector cars are finding new homes at healthy prices.

Where deals aren't being done they seem to be due to disconnects between sellers – who have deluded themselves into thinking the 2007-2008 prices should be pumped up by a 10% inflation factor to arrive at 2009 price levels – and buyers – some of whom are bottom-feeding opportunists who think every transaction should be a distressed sale. Neither of them are correct, or even reasonable but the disparity in their expectations makes it very difficult to find common ground in the middle.

That view is supported by general agreement that "No Reserve" transactions are taking place at entirely appropriate values. These values recognize that 2009's asset values are not 2007-2008's, that the utility, rarity and recreational value of collector cars still exists and, despite moaning in media, over 90% of the people in this country who want to work actually have jobs.

So this month we have the odd confluence of four auctions reporting sales down in total from last year (adjusting Bonhams sale at Hendon for the Spitfire) with the highest price ever recorded for a collector car at auction from RM's Maranello sale of the Ferrari Testa Rossa s/n 0714. Both Bonhams Hendon and Worldwide's Keels & Wheels sales had modest increases in the median transaction value, but RM Maranello and Bonhams Monaco both recorded lower medians.

The latter, particularly at RM Maranello, parallels the auction companies' difficulties in closing the deal on expensive cars. While RM put together the Testa Rossa deal and had an entirely respectable 75% sale rate (modestly better than 2008) the nine cars that didn't sell had high no-sale bids that totaled \$27,382,887. That is more than the successful hammer bids on the 27 cars that sold. All but one of the nine closed on an unsuccessful bid over a million dollars. The one that didn't stopped at \$778,500.

Why? Well, in at least one case it was engine trouble when the Le Mans class-winning Daytona Competizione stopped pumping oil through its V-12 during demo runs on the Fiorano track.

It might be that even people with seven figures to spend on impeccable Ferraris are a little reluctant to put so many eggs in one basket these days, or that people who own these cars, even if they're interested in selling them, have the wherewithal to hold on to them until the market (for collector cars, bonds, equities, mortgages, real estate, etc.) clears up, i.e., so much for distress sales of million dollar cars.

At one point a few months ago observers with a sense of history and prior experience were noting that in past recessions the collector car market didn't show the decline's full effect for six or nine months. If that's the case, the April-May sales are at the 9-month mark.

If this is as bad as it gets ... it's not very bad. There's no need for TARP money here.

Auction	Location	Cars Offered	Cars Sold	Sale %	% < Low Est	% > High Est	Average Sale	Median Sale	Total \$
Bonhams	RAF Museum, Hendon, London, UK April 20, 2009	82	78	95.1%	41%	30.8%	\$69,834	<i>\$20,890</i> [29.9%]	\$5,447,049
Same Sale, cars of	only [i.e., no Spitfire fighter]	81	77	95.1%	41.6%	31.2%	\$39,911	\$20,054 [52.9%]	\$2,919,184
Bonhams	RAF Museum, Hendon, London, UK April 21, 2008	64	59	92.2%	26.3%	42.1%	\$54,202	\$18,228 [33.6%]	\$3,197,918
Worldwide	Houston (Seabrook), TX, May 2, 2009	107	68	63.6%	83.6%	3%	\$72,604	\$56,100 [77.3%]	\$4,937,050
Worldwide	Houston (Seabrook), TX, May 2008	112	98	87.5%	64.3%	5.1%	\$117,940	\$51,700 [43.8%]	\$11,558,147
RM Auctions	Maranello, Italy, May 17, 2009	36	27	75%	57.5%	15.4%	\$1,036,846	<i>\$387,219</i> [37.4%]	\$27,994,854
RM Auctions	Maranello, Italy, May 18, 2008	46	33	71.7%	43.8%	15.6%	\$1,322,388	\$600,259 [45.4%]	\$43,638,816
Bonhams	Monaco, May 18, 2009	90	47	52.2%	51.1%	6.4%	\$131,171	\$71,662 [54.6%]	\$6,165,047
Bonhams	Monaco, May 10, 2008	82	55	67.1%	56.4%	12.7%	\$242,174	\$115,467 [47.4%]	\$13,319,593

Cars @ Auction

Bonhams

Bonhams, RAF Museum, Hendon, London April 20, 2009

Bonhams has established a reputation for gathering marque-specific cars into themed auctions, like Aston Martin and Rolls-Royce. They've never done an SS/ Jaguar sale but if this year's Hendon auction is any indication it should be the first of many. The consignments of pre-war SS cars (which I call, for lack of better definition, "SS Jaguar") encompassed most of the Swallow Sidecars spectrum aside from the conspicuous absence of Swallowbodied Austins and Standard sedans.

I wouldn't usually include all of them, but they so clearly define the SS-space (and are generally so beautifully designed) it would be a lost opportunity not to highlight them.

Bonhams continued the coachbuilt tradition in this sale with a few other lots but none more important than the Vickers-Supermarine Spitfire. Wow.



1930 ASTON MARTIN INTERNA-TIONAL 1_-LITRE 2/4 SPORTS TOURER; S/N L094; Engine # L094; Black, Red fenders/Brown leather; Estimate \$130,789 - \$174,386; Older restoration, 2- condition; Hammered Sold at \$116,257 plus commission of 11.88%; Final Price \$130,063 - RHD. Folding windshield, cycle fenders, Black painted wire wheels, rear mounted spare, dual taillights. Used as the works demonstrator until 1935, then with its first private owner and family until 2001. Exhaustive history file. Restored over a 30+year period from 1962-1995 with new block and shell bearings winning many AMOC awards in subsequent years. A classy car, cosmetically and mechanically showing the age of its restoration

but still a standout and way too good to spoil with further work. Close to being a sainted relic and deliciously and sympathetically presented, this is a lot of car for the money by any standard, although with a bit less performance than could be experienced from a Bentley of comparable age and cost. - Lot # 376



1954 BENTLEY R-TYPE COUNTRY-MAN, BODY BY RADFORD; S/N B190UM; Engine # B220U; Dark Blue, Silver-Grey/Grey leather, Blue piping; Estimate \$43,596 - \$52,316; Visually maintained, largely original, 3+ condition; Hammered Sold at \$53,769 plus commission of 14.05%; Final Price \$61,326 - RHD. Radford modified Standard Steel Saloon with lifting rear window, folding rear seat and pullout deck. Sunroof, fender mirrors, single driving light, trim rings, blackwall tires, tool tray

Auction Forum

under driver's seat, seatback tables, rear seat armrests and an abundance of cubbies for all manner of accoutrements. Originally built for the General Manager of Fortnum & Mason, long in the U.S. where it was assiduously maintained and regularly shown. 1994 AACA Senior winner. Freshly re-commissioned and serviced, remarkably well preserved and re-registered with its original number. This is a very intriguing and adaptable automobile, stylish and elegant in town and specially adapted and equipped for refined picnicking. It brings "tailgating" to a different level, and is a reasonable purchase at this price, even at a little over its high estimate. - Lot # 324



1905 GARDNER-SERPOLLET 18HP TYPE L STEAMER TULIP PHA-ETON; S/N 1013; Dark Green, Black stripes; Black fenders/Dark Green leather; Black leather Cape top; Estimate \$145,321 - \$217,982; Older restoration, 3 condition; Hammered Sold at \$312,441 plus commission of 10.70%; Final Price \$345,865 – RHD. Owned since 1957 by George Milligen, grandfathered to L-BVCR with old VCC Dating Certificate. Polkey kerosene headlights, Frankonia kerosene sidelights, Watford speedometer, 8-day clock, bulb horn, single sidemount. Apparently in its full original configuration including coachwork. Not fresh but abundantly patinated and very desirable. Last prepared for London-Brighton in 2001 and grandfathered into the LBVCR despite being re-dated 1905. Sound, highly presentable and ready for use after being checked and lubricated. A valuable car not only for its innate rarity and usability but also because of its George Milligen provenance. The price is exceptional, but not without reason. - Lot # 320



SEATER TOURER, BODY BY SWALLOW; S/N 136700; Old English White/Burgundy leather; Black cloth top; Estimate \$87,193 -\$116,257; Older restoration, 2- condition; Hammered Sold at \$68,301 plus commission of 13.19%; Final Price \$77,311 – RHD. Body color wire wheels with Dunlop Racing blackwall tires, Lucas Bi-flex headlights, dual horns, chrome bumpers, single rear-mounted spare, Black leather-covered luggage boot, full weather equipment. Restored to like new condition with only a few deviations (like a carburetor air filter that actually works.) Shows a little age but limited use and its one-liter engine offers more economy than performance. Featured "La Vignette" Collection of SS and Jaguar automobiles. Proceeds to charity. The beginning of the evolution that would result soon in the SS 100 and the Jaguar XK. Distinguished by William Lyons' innate feel for line proportion and value, it is still a good value for money today and will bring the new owner comparable recognition at Jaguar events that other pay ten times more for. Well bought. - Lot # 338



1934 SS JAGUAR ONE 2.1-LITRE SPORTS SALOON, BODY BY SWALLOW; S/N 248082; Dark Blue, Black fenders; Black padded roof/ Dark Blue leather; Estimate \$65,395 - \$79,927; Older restoration, 3+ condition; Hammered Sold at \$77,020

plus commission of 12.83%; Final Price \$86,902 – RHD. 2,143cc inline six. Dark Blue wire wheels with blackwall tires, single rear-mounted spare behind a black leatherette covered luggage boot, dual Owleye taillights, sunroof, opening windshield, glass side window visors, spring spoke steering wheel, sunburst door panels. Exceptionally attractive two-door, four seat coachwork. Stored from after WWII until 1984, then restored and used carefully. Seating surfaces are lightly creased, body, paint and chrome appear to be very presentable. Underhood is tidy but aged and shows use. Sold by Brooks at Goodwood in 1993 for \$40,030 (£24,100), then at Monaco in '05 for \$59,518 (£32,200) and reported sold by Coys at Blenheim in '06 for \$98,850 (£54,300 at the time.) This result is £59,800, giving it a steady upward trend in the home currency, if not in fluctuating US\$. This is exceptionally attractive 4-seat, 2-door coachwork with an intriguing history. It will stand out in a crowd and draw appreciative comments from onlookers. The price paid is reasonable and full value for the money. - Lot # 353



1935 SS JAGUAR ONE 20HP 4-SEAT COUPE, BODY BY SWALLOW; S/N 249129; Blue/Tan leather; Estimate \$72,661 - \$87,193; Older restoration, 3+ condition; Hammered Sold at \$98,819 plus commission of 12.21%; Final Price \$110,880 – RHD. Dual metal enclosed sidemounts, Ivory painted wire wheels, Lucas driving lights, headlight stoneguards, trafficators, spotlight, center-mounted "Owleye" taillight, leaf spring 4-spoke steering wheel. Restored some time ago and looks little used since. Good paint, chrome, interior wood and upholstery. Engine is orderly but shows age. Intriguing 4-seat coach-



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work. An unusual and attractive car with plenty of appeal needing only some attention before it can be shown with pride. Did Swallow ever create an unattractive body? The 4-seat body on this SS begs the question but it is a smartly executed compromise between concise wheelbase and room for four. I think it comes up a winner and will never bring anything but a positive comments from thoughtful observers. The Hendon bidders thought so, too, paying considerably more than estimate for it. But no more than it was worth. - Lot # 344



1938 SS JAGUAR 100 3_ LITRE ROADSTER, BODY BY SWALLOW; S/N 39087; Engine # M797E; Red/ Black leather; Black cloth top; Estimate \$261,578 - \$319,707; Older restoration, 3- condition; Hammered Sold at \$261,578 plus commission of 10.83%; Final Price \$289,916 - RHD. Silver wire wheels, headlight stoneguards, dual horns, folding windshield, aeroscreens, dual "Owleye" rear lights. The 1938 Earls Court Show Car. An older restoration to sound touring condition but now ageing. Reportedly not used much recently, a claim attested to by its appearance, but still a good tour car after some mechanical and cosmetic attention. This is just, simply, one of the most beautiful automobiles of the classic era. Its pushrod ohv inline six isn't much in the technology sweepstakes but William Lyons' coachwork makes up the difference and then some. The price is an artful compromise between intrinsic desirability and its somewhat aged condition. The buyer got full value for money at this price. The next lot was its reserved UK registration, 100 SS. It brought nearly a tenth the value of the car, \$26,739. – Lot # 337



1938 SS JAGUAR 2 -LITRE DROP-HEAD COUPE, BODY BY SWAL-**LOW;** S/N 46179; Engine # L1241; Old English White/Red leather; Red cloth top; Estimate \$65,395 -\$79,927; Older restoration, 2- condition; Hammered Sold at \$65,395 plus commission of 13.33%; Final Price \$74,114 - RHD. Dual SU carburetor 100hp 2,663cc inline six. Chrome wire wheels, blackwall tires, dual spotlights, Lucas P100S headlights, fender mirrors, driving lights, trafficators. Restored and continuously upgraded and updated by caring owners, 1998 "Best Jaguar" at the Wessex Jaguar Enthusiasts meet. Unused since but thoughtfully preserved and still very attractive. Sold by Brooks at Beaulieu in 1998 for £28,900 (\$47,377 at the time) then at Goodwood a year later for £52,900 (\$84,451). Some £12,000 has been spent since on accessories and other work, money which hasn't been recovered in this transaction at £51,000 including commission. The coachwork is rather bulky in the passenger compartment, looking more Bentley than Jaguar, which may account for its limited appeal here among so many very attractive SS Jaguars. – Lot # 343



1944 VICKERS-SUPERMARINE SPITFIRE TR MARK IX TWO-SEAT MONOPLANE FIGHTER TRAINER; S/N Original Serial No: SM520; Estimate \$2,179,821 -\$2,906,428; Recent restoration, 2+ condition; Hammered Sold at \$2,296,078 plus commission of 10.09%; Final Price \$2,527,865 -

Completed late in World War II and eventually delivered to the South African Air Force. Discovered there in a scrap yard in 1979 (the photo in the catalog is frightening). Freshly restored for the late Paul Portelli by Classic Aero Engineering in 2-seat configuration. A freshly completed "tach needle and bullet proof windshield" restoration and like new with Packard-built Merlin 266 V12 and 4-blade prop. Comes with UK "Permit to Fly" until February 2010 with registration G-ILDA. One of about 40 Spitfires flying today. Bonhams sold a non-flying Spitfire last year for £1.1 million which puts this £1,739,500 for a freshly restored two-seater in the same frame. There might be an argument that converting it from single to two-seat detracts from its value but sitting in the front seat giving some neophyte a ride in the back exposes the fallacy of that argument. It's hard not to think it's more fun than a LWB 250 GT California for about the same money, even though the license requirements are a bit more demanding. The sound of a Merlin-powered Spitfire or Mustang is sublime. Think about just one low altitude, full throttle run and the price becomes negligible. - Lot # 390

WORLDWIDEAUCTIONEERS

Worldwide Group, Keels & Wheels, Seabrook (Houston), Texas May 2, 2009

Worldwide (Rod Egan and John Kruse) have built a secure position in the annual auction calendar for their auction at the Keels & Wheels show in Seabrook, Texas. It combines a classy catalog, an attractive venue, some exceptional consignments and good organization to good effect.

The effects of last fall's Hurricane Ike are still visible around Seabrook and Kemah but considering the devastation of only eight months ago the recovery has been remarkable. The Lakewood Yacht Club, site of both the concours

1939 ALFA ROMEO 6C 2500 SPORT TOURING BERLINETTA

Chassis Number 915030

1998 Pebble Beach Winner, 1998 Pebble Beach Gwenn Graham Winner, 2004 Ironstone, Ca. Most Elegant Closed Car, 2004 Kirkland, Wa. Most Elegant Closed Car.

This automobile was imported into the United States by Earl Porter of Chicago in 1962. Bought by Mr. John Jumer of Elkhart in 1965. Purchased in 1990 by Malcolm Harris. The restoration, Malcolm Harris started in 1994 and was finished just before the 1998 Pebble Beach event.

Malcolm is considered one of the world's leading Alfa Romeo experts and has over 1,500 of his personal hours invested in this great masterpiece. The closer you look the better it gets.



The Imperial Palace Hotel and Casino

3535 Las Vegas Blvd. South Las Vegas, Nevada 89109 Ph. 702-794-3174 Fax 702-369-7430 www.autocollections.com e-mail info@autocollections.com and the auction, looks like nothing ever happened aside from some construction work that might as well have been regular maintenance and upgrades as being hurricane repairs.

An excellent Italian restaurant (called, for reasons that remain unclear, "Frenchy's") prepared taste buds for the upcoming trip to Maranello and Monaco.



1936 AUBURN 852 SUPER-CHARGED DUAL RATIO BOAT-TAIL SPEEDSTER; S/N 5266; Brick Red/Beige leather; Beige cloth top; Estimate \$360,000 - \$390,000; Older restoration, 1- condition; Post-block sale at \$265,000 plus commission of 10.00%; Final Price \$291,500 - Crosley radio, heater, sombrero wheel discs, wide whitewalls. A quality older restoration with good paint, chrome and upholstery. Chassis and engine show some age and use. Door fits are a little uneven. A wonderful tour car that anyone will be proud to be seen driving. Bid to \$300,000 on the block but closed later at this price. Not concours-ready, but much too good to waste time and money making it better. It's found a good home in San Francisco where it will inspire future designers. They should be encouraged to take it out on the road to register the enthusiasm of onlookers and passers-by and to appreciate the response to great design. - Lot # 081



1931 CADILLAC 370-A V-12 DUAL **COWL SPORT PHAETON, BODY BY FLEETWOOD;** S/N 1001774;

Green, Grey coachline/Beige leather; Beige cloth top; Estimate \$220,000 -\$270,000; Older restoration, 1- condition; Hammered Sold at \$195,000 plus commission of 10.00%; Final Price \$214,500 – Chrome spoke wire wheels with body color hubs and rims, wide whitewalls, dual chromewrapped sidemounts, wind wings, luggage rack, radiator stoneguard, Trippe lights. A concours quality restoration with excellent paint, interior and top. Chrome is crisp except for some thinness trimming the passenger compartment. Sterling McCall Collection. No Reserve. A show-stopper wherever it goes, this Cadillac V12 is a great car with great coachwork and a great restoration. The buyer couldn't do any better than this unless he did the restoration himself from scratch. At this price it is a very good, but not unreasonable, value. – Lot # 027



1904 CADILLAC MODEL B REAR **ENTRANCE TONNEAU;** S/N 4248; Engine # 4248; Red/Red leather; Black leatherette surrey roof; Estimate \$75,000 - \$100,000; Older restoration, 3- condition; Post-block sale at \$66,000 plus commission of 10.00%; Final Price \$72,600 - RHD. Autolyte self-generating acetylene headlight, Gray & Davis kerosene sidelights, Neverout kerosene taillight, wicker pannier baskets. Cracked old repaint on what appears to be a Fiberglas body. Restored by S. J. Alperti in 1959 according to a brass tag and the condition supports the date. Needs everything to be shown but little to be driven and enjoyed.

Bid to \$69,000 on the block and closed later with this result, a fine value in a Brighton-eligible Cadillac. - Lot # 018



1937 CORD 812 SUPERCHARGED PHAETON; S/N 31766H; Dark Cream/Maroon leather; Estimate \$220,000 - \$250,000; Older restoration, 2- condition; Hammered Sold at \$180,000 plus commission of 10.00%; Final Price \$198,000 – CCCA National First Prize #2326. Good paint that has been carefully touched up. Upholstery, particularly the front seats, show plenty of use and surface creasing. Chassis is clean and chrome and glass are good. An original supercharged Cord Phaeton. One of America's, and the world's, most beautiful and important designs, with a top that goes down and has room for the family or a couple of friends in the back. The color is an oddly dark Cigarette Cream. Aside from that and the modestly creased upholstery it is show quality and its price is fair to both the buyer and the seller (although he might not agree with that.) - Lot # 056



1951 FORD CUSTOM DELUXE **COUNTRY SQUIRE STATION** WAGON; S/N B1EG141403; Metallic Bronze/Beige, Brown vinyl; Estimate \$60,000 - \$80,000; Older restoration, 3+ condition; Hammered Sold at \$51,000 plus commission of 10.00%; Final Price \$56,100 – Heater, no radio. Trim rings, three row seats, wide whitewalls. Good paint, fair chrome and upholstery. Good original wood

with some water stains at joints and fasteners. Seals along door bottoms are hard as rocks. Chassis and engine are oily but little used. A good, sound, usable older cosmetically restored example that needs nothing to be used and enjoyed but will benefit immeasurably from some sympathetic attention. Offered at Russo and Steele's Scottsdale auction in January where it was a no-sale, the seller got real here and took a modest price but one that is appropriate to its erratic condition. This is a car that will reward its new owner for giving it the attention it deserves and could be worth 30-50% more than this with modest expenditure of money and a bit more time and attention. - Lot # 078



1931 FORD MODEL A ROADSTER PICKUP; S/N A1012576; Hessian Blue, Black fenders and accent/Black leath-

erette; Black leatherette top; Estimate \$25,000 - \$35,000; Older restoration, 3+ condition: Hammered Sold at \$21,000 plus commission of 10.00%; Final Price \$23,100 - Varnished oak bed floor and sideboards, chrome bed strips. Decent but superficial restoration with plenty of orange peel, age and miles. Still presents well and will be a great driver. This transaction fairly recognizes the eye-appeal of this Model A, the rarity of its model and also the shortcomings of its restoration. The new owner should be very happy with it and will earn more positive comments than this price represents. - Lot # 005



1953 OLDSMOBILE 98 FIESTA CON-VERTIBLE; S/N 539M40169; Regal Turquoise, Polar White/Turquoise, White leather; White vinyl top; Estimate

\$220,000 - \$250,000; Concours restoration, 1 condition; Post-block sale at \$177,273 plus commission of 10.00%; Final Price \$195,000 - Freshly restored and concours ready, impossible to fault in any way and in particularly attractive and characteristic Fifties livery. A gem. Fiestas are the most rare of the '53 GM Motorama convertibles and many feel they're the best looking. GM called is a "sports car", which it emphatically isn't. It is, however, a gorgeous 4-seat personal luxury convertible and it's worth every penny that it brought here. The restoration is above reproach, a marvel of fresh, crisp paint, upholstery and chrome. Beautiful, and a very good value at this post-block price. – Lot # 072



1932 PACKARD 903 DELUXE EIGHT COUPE ROADSTER; S/N 519118; Engine # 194115; Burgundy, Silver-Grey/

Central Pa Auto Auction Lock Haven, Pa 17745 tique & Classic July 16th, 17th, & 18th If You Have Never Attended, Ask Someone Who Has! Approximately 45 Vehicles To Be Sold "Grant's Classic Cars" From The Collection Of **1-800-248-8026** Call Now For View The Live Early Registration Internet Broadcast Located on 43 Acres And Other Information At www.niada.to Nestled In The Beautiful Mountains Of Central Pennsylvania 1/2 Mile Off Interstate 80 at Exit 178 Visit Our Web @ cpaautoauction.com 1935 Duesenberg Model J 1956 Chevy Bel Air Most Reasonable Rates This Duesenberg Was Awarded A Level One Certification As An Original Car By The Auburn Cord Duesenberg Club

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Burgundy leather; Beige cloth top; Estimate \$260,000 - \$290,000; Older restoration, 2+ condition; Hammered Sold at \$230,000 plus commission of 10.00%; Final Price \$253,000 - Chrome wire wheels, dual sidemounts with mirrors, wide whitewalls, rumble seat, luggage rack, radiator stoneguard. 1982 AACA Senior award winner; CCCA National First Prize #1074. Excellent paint, chrome and interior. Not fresh but exceptionally well preserved aside from minor cracking at the windshield post bases. An outstanding car that brought an enthusiastic endorsement for its inherent quality, beauty, proportion, preservation and rarity from the Houston bidders. This is a price that is right on the money and both the seller and the buyer should be very satisfied with this result. – Lot # 040



1978 PONTIAC FIREBIRD TRANS AM 'BANDIT' SPORT COUPE;

S/N 2W87Z8L153389; Black, Silver "chicken"/Black; Estimate \$55,000 -\$75,000; Cosmetic restoration, 3+ condition; Hammered Sold at \$47,000 plus commission of 10.00%; Final Price \$51,700 – Automatic, Cobra CB, Eclipse CD stereo, tinted windows, glass roof panels, A/C, P/S, P/B, cruise control. Polished honeycomb alloy wheels. Good cosmetics, clean throughout. Good driver. Built for and owned by Burt Reynolds, recently on display at the Petersen museum in LA and in sound and presentable but not exceptional condition. Burt's personal Smokey and the Bandit Trans Am. You gotta like this. It has all the Smokey stuff and Smokey's own butt prints in the driver's seat. The Frog probably didn't get into it, but she was just window (or maybe T-top) dressing. This is big money for a '78 Trans Am, but the celebrity connection will weigh in to make up the difference. Not a bargain, but it's full value for the money. – Lot # 063



RM Auctions, Ferrari S.p.A., Pista di Fiorano, Maranello, Italy May 17, 2009

This was just the third year for RM's Maranello auction and in only this short period they have, with Ferrari's apparently sincere and enthusiastic support, turned it into an event that offers rare access to Maranello. In the week before the Monaco GP Ferrari empties the Formula 1 Logistics building where the team transporters usually park and turns it and the pavement adjoining the Fiorano test track into a showcase of old Ferraris.

RM and Ferrari then present four days of activities. Collection tours, factory tours, visits to the Classiche shop, demos of both new and auction consignment Ferraris (and now Maseratis) on the track, receptions and the high point of the weekend (other, it should be said, than the auction itself), standing on Via Enzo Ferrari in the middle of the factory complex and watching the entire Mille Miglia Storica pass by. It's unprecedented access and everyone at Ferrari is pleasant, accommodating and informed. All of them seem genuinely proud to be playing a part, however incidental, in continuing the Ferrari legend.

It is somehow appropriate that the end of this celebration of the Ferrari "Leggenda e Passione" came when RM established the record for a collector car at auction with the sale of 250 Testa Rossa s/n 0714 for €9,020,000 (€8,200,000 hammer), a transaction that is worth about \$12.2 million these days. That's about £8,368,000 for those in the British Isles. While exchange rates have an effect on setting records, in all three of these (and the precursors to the Euro) this transaction is "it" when it comes to the highest price.



1950 FERRARI 195 INTER COUPE, BODY BY GHIA; S/N 0105S; Engine # 0105S; Red/Red leather, Black piping; Estimate \$440,022 - \$541,565; Older restoration, 3+ condition; Post-block sale at \$356,940 plus commission of 10.00%; Final Price \$392,634 – RHD. Chrome spoke Borranis, dual outside mirrors. Good paint and interior that are fresher than the chassis and suspension. Attractive coachwork except for the Aston Martin-like grille. Edgar Schermerhorn Collection. Classiche certified. Sold in 1992 by Coys at the Nürburgring for \$49,394 (DM 71,500, about Euros 36,500) in sound but aged condition. Bidding stopped here at Euros 190,000 but later closed at this all-in result, a reasonable price for an unusual and attractive Ferrari in good but not exceptional condition. [For those intrigued by bizarre concepts, the 290,000 Euros price is equivalent to 567,200 DMarks.] - Lot # 224



1953 FERRARI 212 INTER EUROPA

COUPE, BODY BY VIGNALE; S/N 0287 EU; Engine # 0287EU; Ruby Red/Beige leather, Red piping; Estimate \$575,413 - \$676,956; Cosmetic restoration, 3+ condition; Hammered Sold at \$419,713 plus

commission of 10.00%; Final Price \$461,684 – Chrome spoke Borranis, Clayton heater. Old paint over even older, cracked paint. Bad cracks on cowl and left door by lower hinge. Underbody repainted over old sealer. Good older interior shows limited



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1930 Rolls-Royce 20/25 Landaulet

1953 Tempo Hanseat

1951 Chevrolet 3100 Pickup

1978 Dodge D-150 "Little Red Express"

1951 Chevrolet Styleline Deluxe Sport Coupe

Photo credit: Michael Craft Photography

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use. Good chrome. Tidy, oily engine and chassis and engine compartment shows some age and use. Bumpers will be added at seller's expense to complete Ferrari Classiche certification. Edgar Schermerhorn Collection. At Euros 300,000 (less than 3/4 of the low estimate) it was announced this car was loose and selling. It got another Euros 10,000 bid and was gone. It is a very handsome car, bought at a modest price. Its new owner can take it pretty much anywhere and has little at risk - as far as condition is concerned in using it aggressively. A few more cracks and chips won't make much difference. - Lot # 229



1959 FERRARI 250 GT LWB CAL-IFORNIA, BODY BY PININ FARINA; S/N 1487 GT; Engine # 1487 GT; Dark Blue/Persimmon leather; Black cloth top; Estimate \$2,707,826 - \$3,384,782; Recent restoration, 2+ condition; Hammered Sold at \$2,606,282 plus commission of 10.00%; Final Price \$2,866,910 - Chrome spoke Borranis, Engelbert 6.00x16 blackwall tires. Covered headlights from new. Raced in the U.S. Northeast when new, then owned by the Rodriguez family and raced by Pedro Rodriguez in 1961. Later owned by John Mecom. Restored for Steve Pilkington and reunited with its original engine. Later refreshed by Bob Smith Coachworks and awarded Platinum at Cavallino in 2005 and shown at Pebble Beach the same year. Freshly restored to better than new condition without going over the top. A really nice example with excellent paint, upholstery and chrome suffering only from some paint swirl. Bought here on the same bidder number that bought the Alloy 275 GTB and the 250 TR, a gorgeous automobile with a superb restoration and provenance to match. The race history is a bonus, and a darned

intriguing one at that. On the other hand, this much money bought a freshly restored 1944 Vickers-Supermarine Spitfire (the one that has a supercharged Packard-built Merlin V-12 and flies) just a month ago. Perspective is everything. – Lot # 234



1957 FERRARI 250 TESTA ROSSA,

BODY BY SCAGLIETTI; S/N 0714TR; Engine # 0714TR; Black/ Red leather; Competition restoration, 2- condition; Hammered Sold at \$11,102,085 plus commission of 10.00%; Final Price \$12,212,294 - Silver painted wire wheels, full width windscreen, lefthand drive with driver's head fairing, two seats. The fourth 250 TR, second customer car, sold to and raced by Piero Drogo including the Buenos Aires 1000km and Cuban Grand Prix in 1958. Then sold through Chinetti to Alan Connell who painted it in its present colors and raced it in SCCA D/Modified. Later owned by Charlie Hayes and Wayne Burnett. Upgraded in 1962 with engine 0770 TR and disc brakes, then through various collections. Restored with its original engine in the mid-70's and recently repainted and mechanically gone through including re-installing the drum brakes (which don't work nearly as well as discs.) Thoughtfully and conscientiously restored to good, sound, orderly vintage racing condition. Very presentable, too, an artful compromise between appearance and function. Invited to be displayed at the opening of Ferrari World in Abu Dhabi in 2010. Struggled, but managed to find its way to a hammer bid high enough to separate it from its owners to end the Maranello auction on a high note, an undisputed world record price for an automobile at auction and a great ending to a wonderful weekend in Maranello. This bidder number also bought two other cars, the alloy 275

GTB for \$1,079,745 and the LWB Cal Spyder for \$2,866,910, giving that fortunate paddle \$16,158,949 out of the sale's \$27,994,854 total (57.7%). – Lot # 237



1967 FERRARI 350 CAN AM/330 P4, BODY BY C. SPORTS CARS; S/N 0858; Engine # 0858; Red/Black, Red vinyl; Competition car, original as-raced, 3- condition; Not sold at Hammer bid of \$9,815,868 - One of three P4s built new, plus one converted from a P3. 3rd at Le Mans 1967 (Mairesse/"Beurlys"), winner at Monza 1000km (Bandini/Amon), 2nd at Brands Hatch (Stewart/Amon), then converted to the 350 Can Am with new open body and engine enlarged to 4.2 litres, accomplishing nothing. Subsequently raced in Australia and the Springbok Series in South Africa. Aged and neglected. No seat belts, torn upholstery, wheels painted over corrosion. Body looks decent but has been repainted over and over, particularly the tub. Needs everything. Runs but had be pushed onto the block with engine running. Invited to the opening of Ferrari World in Dubai in 2010. Classiche certification in process but not complete. Opened at Euros 4MM and a hush fell over the room then quickly to 7MM by 1MM increments but stalled there, just short of \$10 million using the auction display conversion of \$1.375. Rumor had it that the seller wanted \$11 million and that was out of reach even if the bidders were paying full commissions. This car's configuration is a problem. It last left Ferrari as the 350 Can Am, but it achieved its success in the voluptuous coachwork of a 330 P4 with 3,960cc engine. It will be (appropriately) Classiche certified as the Can Am but any buyer in his (or her) right mind will want to restore it as the 330 P4, obviating its Classiche certification. It's a quandary that may well have burdened bidding enough to keep it from selling. - Lot # 220



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1965 FERRARI 500 SUPERFAST COUPE, BODY BY PININFARINA;

S/N 6043 SF; Engine # 6043 [28/SA]; Dark Olive Green/Black leather; Estimate \$609,261 - \$676,956; Unrestored original, 3+ condition; Hammered Sold at \$880,043 plus commission of 10.00%; Final Price \$968,048 -Chrome spoke Borranis, Blaupunkt Cologne multiband, P/W. Ordered by Lord Hanson with special features including lowered driver's seat, repositioned window switches and ashtray. Kept until 2000, 15,591 miles from new, two owners, well documented. Filler in left sill under door. Decent original paint and good original interior. Engine and chassis aged. Thin chrome. An attractive driver showing its age but also good care and attention. Edgar Schermerhorn Collection. This car attracted a great deal of interest throughout the weekend but none more than during the auction when its combination of being an important, powerful, rare model, highly original, low miles and two recognized owners brought the auction's best price – at least in terms of beating the pre-sale estimate. A wonderful car bought at a handsome but fully justified price. - Lot # 223

Bonhamis

Bonhams, Exposition de la Collection de Voitures Anciennes de S.A.S. le Prince de Monaco, Monte Carlo, Monaco May 18, 2009

Just a day after RM's Maranello auction, with the record Testa Rossa price still reverberating around the collector car world, a caravan of cars (and probably a few helicopters) set out across the Apennine mountains to Italy's Mediterranean coast and around

to the beginnings of the Cote d'Azur at Monte Carlo where Bonhams was set up in its regular location at Prince Albert's car collection. The cars started to sell under James Knight's hammer at 4 PM giving plenty of time for a leisurely breakfast in Maranello and the four-hour drive (or, for the lucky ones, one-hour flight) to Monaco.

This sale is a long-standing tradition at the beginning of Grand Prix week in Monaco. It is a chance to see the annual preparations that turn the streets of Monaco into the GP circuit, to get a glimpse of the mega-yachts arriving in the harbor and even to drive across the starting grid, through St. Devote, up the incline to Casino Square and then down through the hairpin, the tunnel and out onto the harborside.

There were several important Ferraris in Bonhams' consignment list, including the F40 LM which topped the results with a price of \$1.3 million. Attracting as much attention but at a more modest price was the Porsche 906 endurance racing coupe (if \$785,000) can be considered modest and tucked back in the recesses of the sale venue were some very unusual vehicles like the BMW 3200 CS, a close cousin to the BMW 503 that brought \$165,000 at Russo and Steele's Arizona auction in January.



1972 ALFA ROMEO MONTREAL, BODY BY BERTONE; S/N 26451; Black/Tan cloth, Beige leather; Estimate \$33,848 - \$40,617; Visually maintained, largely original, 3 condition; Hammered Sold at \$41,971 plus commission of 15.00%; Final Price \$48,267 - Becker Mexico cassette, A/C, alloy wheels. California assigned VIN. Chassis no. AR 1426451. Mostly original except for a mediocre (and now badly water-spotted) repaint and upholstery. Sound, clean car but showing

its years, particularly on the dash and instruments. This transaction includes a healthy premium for the apparent originality and possibly low miles (just 8,371 on the odometer.) It would be nice to know why it got to the DMV for an assigned VIN – probably long stored and lost paperwork, based on its condition. Still, it is expensive for what it is. – Lot # 220



1964 BMW 3200 CS COUPE, BODY BY BERTONE; S/N 76225; White/ Rose cloth; Estimate \$21,663 -\$29,786; Visually maintained, largely original, 4+ condition; Hammered Sold at \$21,663 plus commission of 15.00%; Final Price \$24,912 - 3.2 litre V-8, 4-speed, Blaupunkt multiband radio, P/W. Filler in sills, doors and front fenders. Rear quarters crudely filled and patched. Rear seat upholstery sunrotted. Front seats reupholstered with different (but close) material. A project, but one that will be rewarding if it is done right. Reported sold by Poulain in Paris December of 2002 for \$12,367. This is a neat, unusual and rare automobile with power from the same BMW V-8 used in the 507. It desperately needs a competent restoration but there's room to do it even at this price. The US\$ numbers today are inflated by the weaker dollar. In Euros the result is up from 11,000 in 2002 to 18,400 today, a pretty modest increase that's in line with inflation [and a neutral market.] Lot # 202



1938 BMW 328 ROADSTER; S/N 85207; Engine # 85207; Silver/Black leather; Black cloth top; Estimate

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\$473,869 - \$541,565; Cosmetic restoration, 2- condition; Hammered Sold at \$453,561 plus commission of 12.24%; Final Price \$509,071 - Attractively restored to nearly like new condition. Not concours but more than up to participating in any tour or event. Very good paint and interior. Chrome and bright aluminum leaves something to be desired. Chassis redone but repainted without being completely stripped. Authenticated by BMW. Rare and desirable, not to mention fast and pretty, a combination that adds up to the result here although a bit rich by U.S. standards. - Lot # 265



1960 PORSCHE 356B 1600 ROAD-STER, BODY BY DRAUZ; S/N 87842; Engine # 602592; Silver/Red

leather; Black cloth top; Estimate \$121,852 - \$148,930; Cosmetic restoration, 2- condition; Hammered Sold at \$115,083 plus commission of 15.00%; Final Price \$132,345 Painted wheels, no radio, Excellent paint, chrome and interior. An attractive, thorough cosmetic restoration. Kardex indicates it has its original engine. This is a reasonable result in Euros but a very strong price in today's dollars. - Lot # 227



1966 PORSCHE 906 TWO SEAT **ENDURANCE RACING COUPE:** S/N 906 101; Engine # 906 101; Dark Green/Brown vinyl; Estimate

\$744,652 - \$880,043; Competition restoration, 3+ condition; Hammered Sold at \$704,035 plus commission of 11.44%; Final Price \$784,592 - Tidy and well maintained with some cracks in the paint. FFSA No. 030097 FIA Historic No. 5219. Chassis and engine are clean and orderly; engine looks fresh. First owned by Mike de Udy and raced by him with many codrivers through 1967. Authenticated by Jurgen Barth in 2005, rebuilt in '05-'06 and raced in the 2006 Le Mans Classic. Original engine case and gearbox according to Barth (which is as good as it's gonna get.) A serious race car that will be welcome at just about any historic venue. Its post-1966 race history is cloudy but there are plenty of good results confirmed for 1966 that more than support this price. A transaction that is fair to both the buyer and the seller. - Lot # 256





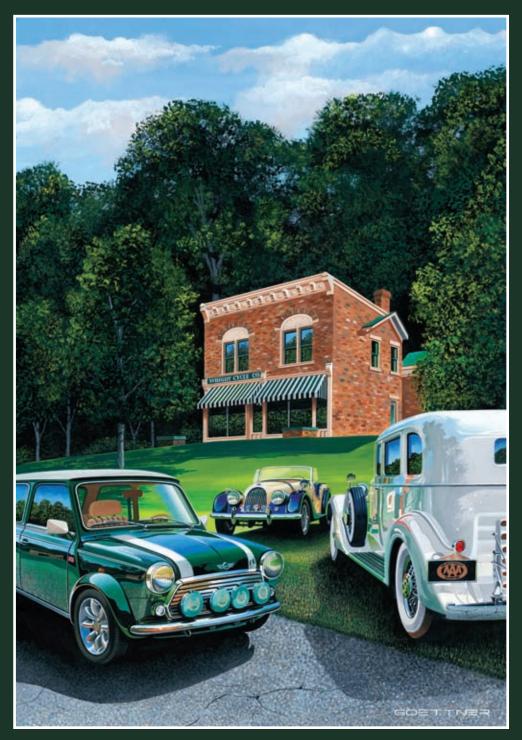
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CADILLAC: 1973 SEDAN. Survivor. Original numbers-matching V8 engine with an automatic transmission. Green with a green cloth interior. Second owner. 78,000 original miles. New hard-top. Air conditioning and tilt wheel. This classic has been covered and protected from the time of its original purchase. No rust, anywhere. Located in GA. Price: \$21,000 Call: 706-561-0992 Gol0809124261-1



CADILLAC: 1974 SEDAN DEVILLE. Texas owned car. 500ci V8 with an automatic transmission. 75,000 original miles. Gold with matching leather interior. New tires. Carburetor rebuilt. New radiator and battery. Needs minor body and paint work. A/C, power locks, power brakes, tilt wheel, power windows, AM/FM radio and power steering. Garage kept. Located in TX. Price: \$7,500 Call: 817-975-9158 Sil0509123091-1



CADILLAC: 1978 BROUGHAM. D Elegance. 7.0L 425ci V8 engine with a 3-speed Hydro-Matic transmission. Metallic green exterior with vinyl roof and green velour interior. 52,000 Original miles. One owner and always used Mobile One every 5,000 miles. Options include A/C, power locks, power brakes, power steering, power windows, 8-track, rear disc brakes and custom wheels. Always garaged. Located in FL. Price: \$11,000 Call: 352-597-0504 Sil0108120381-1



CADILLAC: 1984 ELDORADO. Black with excellent tan leather interior. 4.1L V8 with an automatic transmission. All original. Factory optioned alloy wheels, power brakes, cruise, power windows, tint, power locks, AM/FM radio with cassette, power steering and a tilt and telescopic wheel. Less than 500 made that model year. Located in NY. Price: \$10,000 Call: 315-727-5399 Sil0509123171-1



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CHEVROLET: 1941 MASTER DELUXE. All original. Numbers-matching 6-cylinder engine with a manual 3-speed transmission. Twotone green with a green vinyl interior and seat covers. Only 33,000 ORIG-INAL miles. Less than 100 miles on the engine rebuild. Family owned for 37 years. Garage kept. True survivor. Located in CO. Price: \$26,250 Call: 719-275-2975 Gol0809124401-1



CHEVROLET: 1947 SEDAN DELIVERY. Fully restored. 350 V8 with turbo 400 transmission, 2300 stall converter. Corvette Torch Red with gray leather interior. Includes Fatman Mustang II front end, Ford 9 inch rear end with 3:00 ratio, power rack and pinion steering, power brakes,

power windows, 9 way adjustable seats, power door latch, 4-wheel disc brakes, Stewart Warner gauges, Lokar shifter, vintage air and more. Always garaged. Located in NC. Price: \$29,900 Call: 336-674-8513 Fas0908117361-1



CHEVROLET: 1951 3/4 TON. Thriftmaster Pick-up Truck. Fully restored with a rebuilt 216 6-cylinder, 4-speed on the floor, 6 volt battery system. Has 8,000 miles on the engine and 58,000 on the truck. It was always kept inside and I have a clear title to it. This truck is in showroom condition inside, outside and underneath. Don't think about this one too long, it won't last. Located in PA. Price: \$25,500 Call: 570-394-6857 Gol0509123191-1



CHEVROLET: 1957 BEL AIR. New 350 V8 Crate motor with matching TH400 automatic transmission. Recent frame on restoration. Classic Adobe beige paint with beige and brown interior. Paint and chrome in excellent condition. Cold A/C, dual exhaust, power brakes, power steering, AM/FM cassette. Picture perfect. Garage kept. Located in New Jersey. Price: \$64,000 Call: 201-410-0460 Gol0609123861-1



CHEVROLET: 1961 BEL AIR. Bubbletop. New engine with about 500 miles on it. Motor built and blueprinted by Sonny's. Serial # 97024 -572 Big Block with BDS 871 Blower. (2) 1000CFM Custom Built Holley carburetors by BDS. MSD Ignition. Full pro street set up. Strange axels. Fuel cell. 2 batteries. Mickey Thompson tires. 1000 horse power on pump gas. B&M Ratchet Shifter. Manual valve body transmission. Custom interior. Have all paperwork and pictures of build. New power window kit and new side glass. Located in GA. Price: \$62,895 Call: 260-403-4236 Gol0809124381-1



CHEVROLET: 1964 IMPALA. 22 2 Door Coupe. 327 with rebuilt Muncie 4-speed on floor. Matching Numbers. Older restoration. Aftermarket A/C, bucket seats, dual exhaust, power steering, AM only radio, five 2 ply show tires and 409 hubcaps. 3rd owner. Garage kept and stored in winters. New headliner and seat covers. Trophy winner. Located in MA. Price: \$25,200 Call: 260-403-4236 Fas0809124241-1



CHEVROLET: 1965 IMPALA. SS Convertible. Original 396 with Powerglide transmission. R1 red with matching vinyl interior. Unmodified but does need minor body cosmetics. Includes dual exhaust, power brakes, power steering and am radio. Runs and drives well. 2nd owner and is always garaged and covered. Located in UT. Price: \$25,200 Call: 260-572-0345 Gol0809124201-1



CHEVROLET: 1967 CAMARO. Convertible. 250 6-cylinder engine with an automatic transmission. Beautiful red with black vinyl interior in excellent condition. White convertible top. Original owner since new. Always babied. Body restored to the frame with only 3,000 miles since. Options include AM/FM/Cass and bucket seats. Located in CA. Price: \$26,250 Call: 260-403-4236 Gol0309121971-1



CHEVROLET: 1969 CAMARO. Z28. All original. Numbers matching. Z28 build sheet documented. Rally Green with white stripes and white vinyl interior. 302 V8 with manual transmission. 87,000 original miles.

Console package. Rosewood trim package. California exhaust package. Duel exhaust. AM only radio. Always garaged. Located in WV. Price: \$73,500 Call: 304-673-7992



CHEVROLET: 1971 CORVETTE. Stingray Convertible. 350cid V8 with automatic transmission. Yellow with black top and black vinyl interior. New emblems. Edelbrock Performer Intake with Holley 750 Double Pumper carb. installed now. Have originals. A/C, bucket seats, dual exhaust. Power brakes, steering, and windows. AM/FM radio with CD changer behind the drivers seat. Located in FL. Price: \$26,250 Call: 260-403-4236 Fas0309122031-1



CHEVROLET: 1972 CHEVELLE. SS454. Big block 402 w/750 Holley, Cowl Induction, 4 speed w/Hurst shifter, 12 bolt rear w/3.73 gears, ps, pb, A/C, serpentine pulley system, ceramic coated Hooker headers, Flowmaster exhaust, AM/FM/CD w/remote control, new interior, new bumpers and chrome, 17 Torque Thrust II wheels. Rust free. Excellent paint and stripes. Loads of chrome in engine compartment. As clean underneath as on top. Located in FL. Price: \$42,000 Call: 772-286-7346 Sil0409122781-1



CHEVROLET: 1972 CORVETTE. Stingray. T-Tops. 406ci 454hp with 5-speed transmission. Frame-off restoration 16 years ago. Targa Blue with black leather interior. New paint, interior, suspension and motor 5 years ago. 188 style hood, Maco Shark side vents and large disc brakes all around. AM/FM/CD, custom wheels and factory alarm. Located in MI. Price: \$33,500 Call: 630-333-3090 Gol0409122231-1

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Cars for Sale



CHEVROLET: 1975 CORVETTE. T-Top. L48 350 V8 engine with automatic transmission. Newly painted Nassau Blue with a dark blue leatherlook vinyl interior and new carpet. A/C changed to R134A. Power steering and power disc brakes. Telescoping and tilt steering wheel. Climate controlled garaged. Entire car in excellent condition. Located in OK. Price: \$13,650 Call: 260-572-0345 Gol0509123181-1



CHEVROLET: 1978 CORVETTE. Pace Car L48. T-Tops. All original and numbers matching. 43,000 original miles. Paint has been hand stripped and repainted. Includes power lock and windows, telescopic wheel, stainless steel exhaust and AM/FM/Cass radio. Original AM/FM/8-track tape player goes with car. Approx. 8,000 miles on tires. Never seen rain or snow. Always garaged. Located in MI. MAKE OFFERS!!! Must Sell due to moving! Price: \$17,800 Call: 269-684-9332 Gol1108119491-1



CHEVROLET: 1984 CAMARO BERLINETTA. Rare Autoform Conversion. One owner with 24,350 original miles. All original. LG4 305 V8 engine with an automatic transmission. White with brown and light brown stripe cloth with sheepskin seat covers. Power locks, brakes, steering and windows. Digital dash. All the Berlinetta features on this parade car. Climate controlled garage. Located in PA. Price: \$21,000 Call: 260-572-0345 Gol0509123271-1



CHEVROLET: 1986 MONTE CARLO. 305cid V8 with an automatic transmission. White with a cloth

burgundy interior. Been in family over 20 years. All original. Rare car. One of 200 Aerocoupes produced. Only 32,000 miles. A/C, dual exhaust, power brakes, power steering, AM/FM radio and power windows. 3rd owner. Located in WV. Price: \$17,850 Call: 260-406-4236 Gol0509123101-1



CHEVROLET: 1992 CORVETTE. Showroom Condition. 12,285 actual miles. 350 V8 engine with 6-speed transmission and detachable hard-top. Dark Polo Green Metallic with beige leather sport seats. Two owners. Power locks, brakes, steering, seats, and windows. Cruise control, Delco/Bose gold AM/FM/ Cassette, and auto digital controlled A/C and heat. Fluids properly maintained every 800 miles. Climate controlled garage. Located in FL. Price: \$20,950 Call: 260-572-0345 Fas0509123151-1



CHEVROLET: 2007 CORVETTE. Z06. 427ci V8 with a 6-speed manual transmission. Black with black leather interior. 3,250 original miles. Options include power windows, locks and seats. Cruise control, climate control, alarm and navigation system. XM radio with CD changer and Bose sound system. Original owner. Garage kept. Located in CA. Price: \$65,625 Call: 707-732-3469 Fas0409122371-1



CHRYSLER: 1948 WINDSOR. Original Spitfire V6 engine. Only 500 miles on frame-on restoration completed to original specs. 52,500 original miles. Black with navy blue cloth and vinyl interior. Includes original skirts on the wheels, white wall tires, owners manual, original hub caps, original visor and many extra parts. Always garaged. First prize car show winner. Located in WA. Price: \$13,545 Call: 360-577-1741 Fas0409122511-1

CHRYSLER: 1949 WINDSOR. Original flathead 6 cylinder engine with an automatic transmission. Maroon with matching cloth interior. Older restoration. New brake. 5 new tires. Original hubcaps. 4 door model. Always garage kept. Located in SC. Price: \$15,000 Call: 843-382-8204 Sil0809124391-1



DE SOTO: 1960 ADVENTURER. 4-Door. V8. Pristine condition inside and out. White with black and red interior. 129,000 family owned miles. 90 percent restored from bottom to top in 1997. Includes new engine, exhaust, rear end, tires, paint and chrome. Recently serviced and has always been garaged kept. Located in NC. Price: \$17,000 Call: 336-883-1763 Gol0309122141-1



DE TOMASO: 1974 PANTERA. GTS. Very rare. One of only 94 imported. Red and black with black interior. Rust-free CA car that has been completely restored to original condition. 57,220 original miles. Includes new tires, brakes and immaculate powder coated suspension. Show quality. Always kept in a climate controlled garage. Located in PA. Price: \$64,900 Call: 610-731-4343 Fas0309122081-1



DODGE: 1955 CUSTOM ROYAL LANCER. Excellent condition throughout! White and blue. The paint shows 9 of 10 & solid straight lines. Interior is black and white cloth and vinvl. Correct www tires with spinners and fender skirts. No rust! 1994 National show winner, 91K miles approx. 10K miles on overhauled Super Ram Hemi 193 hp & 270in disp. Power Flight transmission shifts out excellent. Runs and drives great! Near frameoff restoration. Located in IA. Price: \$29,500 Call: 319-364-5266 Fas080698581-1



DODGE: 1969 CHARGER RT. Rotisserie Restoration. Numbers-matching rebuilt 440 V8 375 hp. and a rebuilt 727 Torque Flite Automatic Transmission. R6 Red Paint with a black interior, 8 3/4 rear-end, A/C, 4640 4 Barrel Carburetor, New correct 54 code radiator. Working original Thumb-wheel AM Radio. Power steering and power assist brakes. Full gauges. Heavy duty suspension. New seat covers, carpet, trunk pans, floor pans, rear quarters, gas tank and sending unit. Original glass. The project is in honor of our son who was killed by a drunk driver at age 21. He never drank alcohol. The money will be donated to a non profit organization in his honor. Located in IA. Price: \$42,000 Call: 319-610-4449 Gol0809124251-1



DODGE: 2006 RAM SRT 10. 2WD Quad Cab, 4-speed auto. Limited edition NIGHT RUNNER #50 of 400 made, 8.1 liter VIPER V-10 505hp 525 ft pounds of torque, Limited 22 blacked out wheels, Infinity sound system - 6-disc changer, Factory Sirius Satellite radio. Sunroof, heated leather trimmed seats, spray in bed liner w/ factory bed protector. Tinted darker than the pictures show. Parked inside since last May. 5000 miles. Very fast, electronically governed at 155 mph! 1 year left on factory warranty! Located in ID. Price: \$42,000 Call: 208-755-0386 Fas0509123341-1



FORD: 1914 MODEL T. Touring car, Original motor with correct #s. Excellent condition with minor wear showing on older restoration. Starts and runs good. Appeared in several movies also at Greenfield Village in 1953. Shown by appointment. Several trophies including most original car. Located in TN. Price: \$18,500 Call: 615-473-5163 Sil0509123051-1



FORD: 1926 MODEL T. Ton Truck. Recently restored for show and display as historical vehicle. Truck appeared in The Green Mile movie. Ruxtel Two-speed axle and good running motor with electric starter. Not perfect but very nice overall condition. Located in TN. Price: \$13,500 Call: 615-473-5163 Sil0509123061-1



FORD: 1928 MODEL A. Hardtop Rumble Seat Coupe. Restored to original specs. All parts have been restored. Black with orange cloth interior. 37,000 miles. Original flathead 4-cylinder with original 3-speed manual transmission on the floor. New paint. New tires. No rust. Garaged. Non smoker. Estate car. Located in NE. Price: \$31,500 Call: 260-403-4236 Gol0409122181-1



FORD: 1928 MODEL A. Fully restored with only 3,500 miles since. Excellent condition inside and out. Original equipment. 4-cylinder with 3-speed manual transmission. Green and black with a brown cloth interior. Passenger side glass has etched rose and 1928. Always garage kept. Runs well. Great car for a collector. Located in MD. Price: \$31,500 Call: 260-403-4236 Fas0309121901-1



FORD: 1930 MODEL A. 1930 Ford Model A 5 Window Coupe, ALL ORIGINAL MILES, Henry Ford Steel Body, Fiberglass Fenders, 305 Cubic Inch Tuned Port Injection. 350 Turbo Transmission. Ford Rear EndCoilovers. Drop Tube Axle-4 bar. Corvette Front Disc Breaks. Modified Stock Frame. PPG Flame Red. 32 Grill and Bumpers. Rumble Seat. Located in WA. Price: \$33,600 Call: 260-572-0345 Fas0409122351-1



FORD: 1934 3 WINDOW. Coupe. Glass Body. 598 Cu.In.780 Hp. with 2 stage nitrous. Rossler 400 Modified automatic transmission. New Chevy Black with black leather interior. Built in late 90..s. New engine in 2004 has 2000 miles. Jet Hot Coated step headers with complete 5 inch exhaust. Magnafuel 500 pump and regulator with a 13 gal. fuel cell. ISCA winner best of show. Race history. Located in PA. Price: \$105,000 Call: 412-445-2070 Fas0309122251-1



FORD: 1937 SLANT BACK. 1937 Ford 2 Door Tudor Slantback Sedan by Downs. ZZ4 Fast Burn Crate Motor, Mustang 2 Front End, 400 Turbo Trans, Ford 9 Rear End, Leather interior over Tea Seats, Vintage Air/Heat, CD Stereo, Orange Neons. Carpet and floor mats 1 year old. Located in WA. Price: \$46,410 Call: 260-572-0345 Gol0409122421-1



FORD: 1951 DELUXE, 4-Door. Inline-6 with manual transmission. Green with green interior. Engine overhauled. Original wheels and wide white walls. 89,827 miles. Has CD player and amp. New shocks, wires and clutch located in CA. Price: \$18,700 Call: 310-490-6607 Sil0509123001-1

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FORD: 1955 CROWN VICTO-RIA. Total Frame Off Build! Fat mans front end w/mustang power rack, 351 small block crate motor, 365hp aluminum heads, solid lifters, 9 Ford rear end, 4 speed top loader, all chrome & stainless show polished, Boyd Coddington wheels, Kuhmo tires, all custom leather interior and trunk area, 180 watt converted original radio AM-FM, tilt polished steering column, colors are Tangeglo House of color/Brushed Titanium Nissian. \$75,000. spent plus many hours. Located in FL. Price: \$51,500 Call: 260-403-4236 Gol0809124231-1



FORD: 1955 CROWN VICTORIA. Less than 1,000 miles since rotisserie restoration completed 3 years ago. 272 V8 with automatic transmission. Black with black and white vinyl interior. Includes original am radio converted to am/fm, skirts and dual exhaust. Always garaged and covered. Located in IL. Price: \$18,375 Call: 815-645-8382 Gol0809124191-1



FORD: 1955 F100. Custom Cab Pickup, 66,050 miles, 239 overhead valve engine with automatic transmission. Red with red and black interior. Frame-off restoration completed to original condition except for mufflers. Includes whitewall tires, tinted windows and dual exhaust. Always garaged kept. Price: \$31,500 Call: 906-228-8056 Fas0308121871-1



FORD: 1956 F100. Pick-Up, V8 Fordomatic, color is black Primer with grey interior. VIN: F10V6HI6777. Custom cab, owned this truck since 1984, good runner with many new parts, needs little to finish, Bed Liner. Located in OH. Price: \$8,399 Call: 330-448-4535 Gol0509123231-1



FORD: 1956 SEDAN. Richelieu series. 225 horsepower 4-bbl 312 cubic inch V8 with automatic transmission. Black with red interior. Completely restored. Includes dual exhaust and brochures and documentation. Always garage kept and covered. Excellent condition inside and out. Located in CANADA. Price: \$30,450 Call: 204-471-9543 Gol0309122131-1



FORD: 1956 THUNDERBIRD. V8 312 Engine, Automatic Transmission, frame-off professional restoration. Port hole hardtop, white soft top. Power seat and steering. AM/FM/ Cassette installed, Town and Country radio included. Reviewed in August 2008 by Auto Appraisal Group. and received an overall condition rating of Outstanding with an appraised value of \$64,000. The car has never been shown and runs beautifully. 13,000 miles on odometer. Located in ME. Price: \$57,700 Call: 260-403-4236 Gol0509123331-1



FORD: 1964 THUNDERBIRD. 2-Door Landau. Original 390 engine original mileage is 58k. New paint, Graphite grey with grey leather interior. Original Cobra grain top, automatic 3-speed transmission. Power windows and steering, factory A/C, and swing-away wheel. Lots of new interior chrome, new carpet. Drivers seat has been recovered, everything else is original in the interior. American Racing wire wheels. Very clean inside and out, always garage kept. 3rd owner. T-bird has been title in CA and OR only. Located in CA. Price: \$10,950 Call: 209-745-3364 Gol0409122291-1

TO SELL YOUR CALL CALL: 1-800-523-6322

Cars for Sale



FORD: 1965 THUNDERBIRD. Convertible. Mechanically restored 390 CID V8 engine (5236 miles on rebuild) with an automatic transmission (3700 miles on rebuild). Red with white top and black interior. American Gangster movie car, all documentation. Recently appraised as #2 car. Factory original equipment. AM radio. Power locks, steering and new power brakes . Also new: Dual exhaust, electronic ignition, positrac rear-end, and more. No A/C. Garaged. Located in NY. Price: \$38,000 Call: 260-572-0345 Gol0409122551-1



FORD: 1966 MUSTANG. Only 6,314 miles since rotisserie restoration. 288 4bbl V8 with C4 transmission. Metallic pearl white with palomino leather interior. Includes Holly 600 on a Cobra intake, HiPo manifold with Dynomax exhaust, Petronix ignition system, power front disc brakes, power steering, factory air, KYB/GR2 shocks with added sub frame and am/fm cd player. Always garaged and covered. Located in CA. Price: \$31,500 Call: 260-572-0345 Fas0809124271-1



FORD: 1966 MUSTANG. Muscle Car. Complete Restoration. 6-cylinder engine with an automatic transmission. White with blue interior. Air conditioning, AM/FM/Cassette. Restored from the metal-up. Climate controlled garaged. Located in TX. Price: \$14,175 Call: 260-572-0345 Gol0309122161-1



FORD: 1967 MUSTANG GT 500 CLONE. Show winner! 289 cubicinch V8 engine with a C-4 auto-

matic transmission. Red with grey stripes and a new black vinyl interior. 4-barrel carburetor, Flow Master dual-exhaust, tinted windows, 4-wheel disc brakes, 17-inch custom wheels and an AM/FM/CD. Rear windows roll all the way down. Garage kept. Paint and chrome like new. Located in TX. Price: \$36,750 Call: 832-252-3286 Gol0809124421-1



FORD: 1970 MUSTANG. Mach 1. True "M" code. 351cid-4V with an automatic transmission. New bright gold metallic paint with a black vinyl interior with a gray stripe. Options include A/C, bucket seats, dual exhaust, front power brakes, tinted windows from factory, power steering and AM/FM stereo. Full Marti report. 3rd owner. Excellent condition inside and out. Located in ME. Price: \$29,925 Call: 260-403-4236 Gol0809124301-1



FORD: 1971 MUSTANG. 302 V8 with 3-speed automatic transmission. Two tone black and red with black vinyl interior. Includes bucket seats, dual exhaust, power steering, AM/FM/Cassette, tinted windows, and custom wheels. Always garaged and covered. Located in SD. Price: \$21,000 Call: 605-216-4472 Gol0309122021-1



FORD: 1980 F100. Stepside Short Box. All Original. 300cid 4.9L 6-cylinder engine with a 3-speed manual transmission on the column. Black with black vinyl interior which looks like new. Bed is wood noeards with metal channels. Power brakes, power steering and AM/FM/Cass. Never seen rain. Synthetic oil only. Always garaged. Non-smoker. Original owner. Located in CAN. Price: \$19,950 Call: 260-403-4236 Fas0309122001-1



FORD: 1989 MUSTANG. GT Convertible. 25th anniversary edition. 5.0L V8 with a manual 5 speed transmission. Red with white leather interior and a white top. All original. A/C, bucket seats, power locks, dual exhaust, power brakes, power steering, power seats, cruise control, power windows, limited slip rear, tilt wheel and a AM/FM radio with cassette. Located in AZ. Price: \$16,800 Call: 260-403-4236 Fas0809124351-1



FORD: 1992 GT. SAAC Mark I 2-door Hatchback. AAG file number 15634-050, AAG overall rating OUTSTANDING! Only 9,016 miles. 8-cylinder, 460 hp, and one of only four produced with Paxton Supercharger! Also listed in the Shelby Registry. I am the second owner, and have had the car for 14 years. MAKE OFFER! Located in MI. Price: \$35,000 Call: 734-323-8488 Fas0206102681-1



FORD: 1994 THUNDERBIRD. Midyear Non-Production SVT Concept Prototype. 4.8 Liter Turbo Charged 700+rwt Ford Hemi with automatic transmission. Ebony with gray all leather interior. 68,890 original miles. Includes bucket seats, power steering, power brakes, sunroof, tinted windows, power windows, tilt wheel, cruise control and AM/FM/CD player. Always garaged. 1 of 4 SVT known models in to be built, only survivor. Same owner for past 10 years. Located in FL. Price: \$189,000 Call: 813-839-8574 Fas0309122201-1



FORD: 2007 MUSTANG. GT500. 5.4L 8-cylinder with 6-speed manual transmission. Less than 11,000 miles. Black with black and red leather inte-

rior. Fully loaded including satellite radio with premium sound system and factory warranty. Includes 4 Foose Speedster wheels for right price. Always garaged and covered. Immaculate inside and out. Must see! Located in NV. Price: \$51,450 Call: 702-239-0865 Gol0409122461-1



FORD: 2008 MUSTANG. Saleen Red Flag Edition. Only 100 made. 3,080 miles on 4.6L supercharged V8 with 6-speed manual transmission. Metallic charcoal gray. Black leather with red stitching. \$24,000 in upgrades, receipts available. Original owner and has always been garaged and covered. Located in TX. Price: \$52,500 Call: 409-656-5695 Fas0509123011-1



GMC: 1948 PANEL TRUCK. Extended. Very rare. 1978 Pontiac rear end and front end running gear, thus it has power steering, front disc brakes, and rear drum brakes. The steering column and wheel, bucket seats and power brake unit was also used. The engine is a 307 with a 3 speed auto trans The electrical system changed to 12 volt with a Painless wiring harness installed. Electric windshield wipers, Vintage Air combination heat/air conditioning, gauges, AM/FM/CD, and tack. for details. Located in NY Price: \$19,500 Call: 716-490-1621 Sil0809124431-1



HUDSON: 1957 HORNET. Frame-off Restoration. One of 3821 produced. All original California car. 327 V8 255 horsepower engine with a 4-speed hydromatic transmission. Red and white with a red and white leather interior. Second owner. Winner of numerous awards. Custom wheels. Show condition. Has air-conditioning unit not installed. Climate controlled garage. Located in CA. Price: \$36,750 Call: 805-474-4428 Gol0509123411-1



JAGUAR: 1953 MK VII. 4-Door Sedan. Needs full restoration. White with black interior. Dual overhead cam 6-cylinder engine. 3-speed manual transmission. Everything is there. These cars sell for big dollars when fully restored. Believed to be 4th or 5th owner. Located in VA. Price: \$6,000 Call: 276-498-4100 Sil0509123421-1



JAGUAR: 1964 XKE. 6-cylinder with manual 4-speed transmission. Black with red cloth and leather interior. Rust-free California car. Original owner. 45,000 original miles. Complete mechanical restoration including engine rebuild. 500 miles since rebuild. All paperwork available. Bucket seats, AM/FM radio. Garage kept and covered. Beautiful car, don miss out! Located in MT. Price: \$27,000 Call: 406-889-5137 Fas0907106631-1



JAGUAR: 1965 MODEL S. Frameon restoration. V8 with automatic transmission. Champagne with Antique White leather interior. Paint and chrome in excellent condition. Dual exhaust, power steering, AM/ FM/CD, telescopic steering wheel, custom spoke rims. Placed 1ST in British auto show. Located in WA. Price: \$29,500 Call: 260-403-4236 Gol0509123441-1



JAGUAR: 1967 E TYPE. . 350cid Chevrolet engine. 4 speed manual transmission. 90,000 miles. Pale Primrose with a black leather interior. FM radio, power disc brakes, tint, chrome spoke wheels, telescopic and tilt wheel. Runs great. No rust. Original owner. 2:88 rear end gearsfour piston calipers front. Sedan calipers rear. New a/c compressor and clutch. Rebuilt front suspension. Located in CA. Price: \$50,400 Call: 260-403-4236 Gol0409122581-1



JAGUAR: 1988 XJS. Hess and Eisenhardt Convertable with a GM 305 V8 engine and R7 transmission. New tan top and cream paint, original beige upholstery. AM/FM radio, single CD player, A/C, and viper alarm. It runs like a Chevy, sounds like a Chevy and looks like a Jaguar. All California conversion numbers, and passes smog like a breeze. The best looking of all the Jaguar cabriolets. Located in CA. Price: \$10,500 Call: 559-907-1856 Fas0809124181-1



LINCOLN: 1962 CONTINENTAL. Suicide 4-Door Convertible. 430ci V8 engine with a 3-speed automatic transmission. White with white and black new leather interior. Odometer reads 104,750. One re-paint. Flawless wood grain interior. Brand new suspension, convertible top, Coker tires and brakes. Re-built carb, fuel pump and power steering pump. Too much to list. Comes with every option offered that year. Always garaged. Located in AL. Price: \$28,950 Call: 205-541-1900 Hal0108120661-1



LINCOLN: 1971 MARK III. . 460cid with an automatic transmission. Metallic green with a light grey vinyl interior. Replaced gas tank, fuel pump, carb, master and rear cylinders and power steering sector box. Non smoker. 3rd owner. A/C climate control, cruise, tilt, power windows, doors and locks and an AM/FM radio. Very clean. Original factory paint and factory vinyl top. Always garage kept and cared for. Must see. Located in CO. Price: \$15,225 Call: 260-403-4236 Gol0409122611-1



MASERATI: 1972 GHIBLI SS. 1972 Maserati Ghibli SS Coupe. Matching numbers, 5 speed, Black with Tan interior, Under 29,000 original miles. California car purchased in '91 by current owner with 19,000 verified miles. Complete bumper to bumper maintenance and upgrades. No stories, Just facts. Drives as new. Professionally appraised in 12/07 at \$122,000- Best offer over \$75,000. Located in New York. Price: \$75,000 Call: 914-669-5813 Gol0609123871-1



MERCEDES BENZ: 1971 280SE. 3.5 Cabriolet with top converstion from a Coupe. This is an original 3.5 Coupe Restored. Mid to dark blue with blue hides and navy blue top. 78,000 original miles. Fully restored. Includes air conditioning, power steering, power brakes, good woodwork, new tires and new carpet. Immaculate condition inside and out. Always garaged and covered. Located in CA. Price: \$52,000 Call: 619-286-0905 Fas0409122491-1



MERCEDES BENZ: 1971 SEL300. Just completed ground up restoration. 6.3L with automatic transmission. Tobacco Brown with Bamboo leather interior. Paint and chrome in showroom condition. New A/C, power locks, power brakes, sunroof, power steering, power windows, cruise control, AM/FM radio with CB. Climate controlled stored. More pictures can be seen at http://webpages.charter.net/mercedes Located in MN. Price: \$49,875 Call: 507-288-5465 Gol0809124361-1



MERCEDES BENZ: 1980 450SL. V8 with automatic transmission. Metallic Brown. Saddle leather interior in

great condition. Does not start due to being stored for years and not started. A/C, power locks, power brakes, tinted windows, power steering, AM/FM radio with cassette and Dolby and power windows. Original owner. Located in FL. Price: \$12,000 Call: 786-537-7898 \$i0509123111-1



MERCEDES BENZ: 1988 560 SL. Convertible. A rare opportunity for a car enthusiast – a true classic! Showroom condition with only 30,700 miles. White with original tan parchment leather interior. Car has always been garaged with a cover. All the interior woodwork trim is like new. The car is totally original, including the carpets which are like new. Soft top is in excellent condition and has been seldom used. New radiator. for more info. Located in Fl. Price: \$35,000 Call: 305-343-4019 Sil0809124291-1



MERCEDES BENZ: 2003 430 CLK. Convertible, Custom hand stitched interior leather Mocha/Black Designo Edition color package and exterior Cashmere Black paint. Custom AMG wheels. Only 37,121 Miles. Maintenance records available Mercedes dealerships. Never seen snow. Non-Smoker. Performance tires. Power locks, windows, mirrors, steering and seats. Driver, passenger and side air bags. Air conditioning, cruise control, anti-lock brakes, leather seats, AM/ FM stereo cassette, alloy wheels, tilt wheel, rear window defroster. Located in CA. Price: \$26,500 Call: 310-562-7331 Gol0409122261-1



MERCURY: 1947 COUPE. Frame off restoration. 427 V8 with aluminum high rise with 750 AFB carb. Automatic transmission. Crazy purple exterior with red tinted flames throughout body and under the hood and inner fender wells. Paint and chrome in excellent showroom

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Cars for Sale

condition. Has gray leather interior with flames on both doors. Keyless entry, AC, PW, PB, PS, dual exhaust, tinted windows, Alpine stereo. Located in Canada. Price: \$41,500 Call: 780-967-4096 Gol0709124221-1



OLDSMOBILE: 1955 HOLIDAY. Coupe. 350 cubic-inch V8 engine with a Turbo 350 automatic transmission. Beautiful Black Cherry repaint with white leather interior. Dual exhaust, Deluxe Flipper wheel covers. Rewired headlights, taillights, and dash. Polished stainless trim in excellent shape. All original glass. Front and rear bumpers re-chromed. Complete new white carpet, tuck and roll interior. Climate controlled garage. Located in CA. Price: \$42,000 Call: 260-572-0345 Fas0509123211-1



OLDSMOBILE: 1970 98. 455 Rocket engine with automatic transmission. Sherwood Green Metallic with green cloth interior. All original and in excellent condition. Car was bought from original owner. Never driven in snow or rain. Only 16,000 miles. Comes with original bill of sale and manuals. Power windows, brakes, seats and steering, posi rear, factory tint, trunk release in glove and a tilt and telescopic wheel. Located in ME. Price: \$7,500 Call: 260-403-4236 Gol0409122541-1



PACKARD: 1929 640 CUSOM EIGHT. Judkins Body. Classic all original survivor. Built by J.B. Judkins. National Packard Museum states that this is a very desirable custom-bodied classic Packard, worthy of restoration. Body number 9480, engine number E 167014. More documentation available. Located in Nevada. Price: \$525,000 Call: 260-572-0345 Fas0509123071-1



PLYMOUTH: 1969 BARRACUDA. 383 Magnum V8 with 727 automatic on the floor transmission. 54,300 original miles. Full ground-up restoration completed in March of 2007. Yellow with black vinyl top and black vinyl interior. Includes power steering, dual exhaust, AM radio, owners manual and new rubber all around. Always garage kept. Located in IA. Price: \$21,000 Call: 641-330-6895 Gol0309121951-1



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PLYMOUTH: 1972 CUDA. Numbers-matching 340 cubic-inch V8 engine with a 727 slapstick automatic transmission. Just under 40,000 miles. Color is Intense Blue with white leather interior. Has original striping kit. Only 50 miles since restoration 2 years ago. Original owner for 36 years. Garage kept for last 30 yrs. Car is in immaculate condition. Located in Las Vegas, NV. Price: \$67,200 Call: 260-572-0345 Gol0509123281-1



PONTIAC: 1968 GRAND PRIX. Very rare with paperwork. 428cid V8 with Muncie 4-speed with a six pack. 75 Ford Blue paint with black leather interior. Only 68,000 miles. A/C, dual exhaust, tinted windows, power steering, AM/FM radio, limited slip rear, power windows and hidden headlights. Comes with owners manual, original keys, all invoices and letters from Pontiac. All original except paint and upholstery. Located in FL. Price: \$55,000 Call: 260-403-4236 Fas1108119271-1



PONTIAC: 1968 GTO. Matching numbers V8, automatic transmission with a Hurst shifter. Robins Egg Blue with a black interior. Switched to electric ignition. Original owner. Protect-o-plate. All documentation. Older frame off restoration. A/C, power brakes, power steering, AM/FM radio and power seats(not working all the time). Garage kept. Located in GA. Price: \$34,125 Call: 260-403-4236 Fas0709124001-1



PONTIAC: 1969 FIREBIRD. 350 2-bbl with automatic transmission. Red with black cloth and vinyl interior. Less than 200 miles since frame-on restoration. Includes AM/FM cassette radio, power steering, power brakes and factory air conditioning. Non smoker and has always been garage kept. Located in NE. Price: \$14,700 Call: 308-202-0021 Fas0409122471-1



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PONTIAC: 1972 GRANVILLE. Convertible. Restored. 8 cylinder engine with an automatic transmission. Burgundy with a beige interior and a new beige power top. New paint, carpets, seats, etc.. All invoices. A/C, power locks, dual exhaust, power brakes, power steering, power seats, power windows, tilt wheel and a AM/FM radio. 2nd owner. Garage kept. Non smoker. Located in CA. Price: \$15,750 Call: 260-403-4236 Gol0809124371-1



PONTIAC: 1979 FIREBIRD. Trans Am. 455 Oldsmobile big block V8 with automatic transmission. Blue with matching cloth interior. 43,000 original miles. Includes air conditioning, bucket seats, dual exhaust, power brakes, power steering, power locks and windows and AM/FM/CD player. Always garaged. Located in GA. Price: \$19,425 Call: 941-780-0637 Gol0409122341-1



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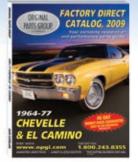
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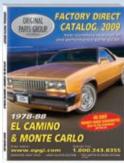


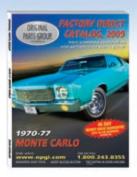
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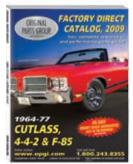


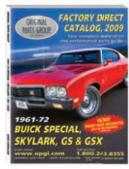


















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